



Registered as a Newspaper at the General
Post Office in the United Kingdom.

No. 20,035 號五十三零萬二第 日六十月七年戌壬 HONGKONG, THURSDAY, SEPTEMBER 7TH, 1922. 西拜禮 號七月九年一十國民華中 PRICE, \$8 PER MONTH

THORNYCROFT

AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton, and Basingstoke.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.

MARINE AND STATIONARY OIL ENGINES 5 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

For quotation, apply—

10, KICKIANG ROAD,
SHANGHAI.

Summit COLLARS

for discerning men

FINE QUALITY—LONG WEARING—PERFECT FITTING.
IN EVERY WAY SATISFACTORY.

Special "Summit" Collar Booklet free on application to

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Voeux Road.

Have you tried Cider Cup?

No!

Well you really should, but
make sure it is made
with

BULMER'S CIDER

PICCADILLY HOTEL RECIPE

"To 1 bottle Cider, Assorted
Fresh Fruit, 1 small Soda,
"slice of Lemon, 1 sherry
"glass of Frenadine."

Agents.

CARTERS,

1A, Chater Road.

Tel. 3549.

Safety First !!

the Slogan of the Motorist.

DRAGON MOTOR CAR CO., LTD.

Offer for your Consideration seven "safety first"
reasons why you should store your Car with them.

NEW REINFORCED CONCRETE GARAGE
COMMODOUS STORAGE FACILITIES
PERFECTLY EQUIPPED REPAIR SHOP
EXPERIENCED MECHANICS
CAREFUL EUROPEAN SUPERVISION
HONEST WORKMANSHIP
NO SUBSTITUTION OF PARTS

Dragon Motor Car Co., Ltd.,

HONGKONG and KOWLOON.

Phones: Head Office, C. 482 & 3552; Service Station, C. 3550.

THE CHINA ASSOCIATION.

THE YEAR'S WORK.

MR. DAVID LANDALE AND THE
STRIKE IN HONGKONG.

The Annual Meeting of the China Association was held at the offices of the P. & O. Steam Navigation, Ltd., 125, Leadenhall Street, London, E.C., on July 27th. Mr. David Landale presided, and amongst those present were: Sir Frederick Lugard, P.C., G.C.M.G., D.S.O., Mr. Gershom Stewart, M.P., Dr. H. B. Morse, LL.D., Messrs. F. Anderson, D. Macdonald, A. G. Wood, H. P. Thompson, W. N. Elcome, F. Salinger, A. M. Townsend, H. D. C. Jones, L. N. Lee, A. Brooke Smith, Robert H. Hill, George B. Dodwell, W. Fisher, H. Whistler, D. C. Rutherford, G. A. Richardson, J. S. Haskell, Charles V. Sale, J. R. Michael, T. H. Whitehead, F. J. Abbott, F. O. Reynolds, F. W. Carter and H. C. Wilcox, Secretary.

The Chairman after a few introductory remarks—

For years China has been suffering from the misrule of self-seeking officials, and it is to be hoped that those who have recently come into power will prove themselves to be more patriotic and establish a really efficient Central Government. There are no more law-abiding or hard-working people in the world than the Chinese. This has been very clearly manifested during the disturbances of recent years, when the fighting has been confined to the strategic points used by the various Tzuhsuns, or Military Governors, for their warfare among themselves. Except at these points trade has flourished in a wonderful way, and it may be said that the Municipal Government of many of the great cities and the Local Government generally of China, has been good. It may be a complicated system, and one which would not work in some other countries, but none the less efficient for the purpose for all that. If the people of China could rid themselves of their Military Governors, who waste the country's money on the upkeep of armies for their own private aggrandisement, and replace them by Civil Governors, a great improvement would result.

FUSION OF NORTH AND SOUTH—WASHINGTON CONFERENCE.

The coming together of the North and South, if it proves to be a permanent arrangement, is a great step towards the unification of China and the establishment of a Central Government. The political situation in China is a dangerous subject to prophesy about, so little is known of the real inward working of the innumerable parties, but it would appear as though the position was much more hopeful than it has been for many years past. It is only the people of China themselves who can put matters right, and it is to be hoped that the men of brains and wisdom, of whom there are not a few, will assert themselves and work in the interests of their country.

As pointed out in the report, the outstanding event of the year has been the Washington Conference. I think China is to be congratulated upon the decisions come to at that conference. All the Powers represented at Washington showed every desire to respect the independence and sovereign rights of China, and to give her every opportunity of settling her own house in order. However much we may individually sympathise with the aspirations of China, one of the main duties of this Association is to watch over the interests of our members, in so far as such interests are connected with trading and residence in China. We need not, I think, take any exception to the Washington decisions, but there are one or two points I would like to refer to.

CUSTOMS TARIFF.

As far as the revision of the Customs tariff is concerned, up to an effective 5 per cent, there can be no objection—by treaty, that rate is China's due, but to raise the tariff beyond that rate is a very different matter. From the comments made by some of the delegates at Washington it would appear to be their opinion that with a tariff of only 5 per cent, China taxed goods at a very low rate compared with other countries, and if the taxation of goods ended at the Custom House at the port of entry that would be perfectly true, but those acquainted with the working of that pernicious system of taxation known as *likin* are well aware that by no means lighted upon goods are frequently seriously interfered with the volume of trade. By the Treaty of September 5th, 1922, between Great Britain and China, in clause VIII, it was clearly laid down that *likin* should be abolished, and upon that condition the British Government agreed to an increase in the Customs tariff. This is such an important question that I will read you a portion of the clause referred to—

"ART. VIII.—"

"Preamble. The Chinese Government, recognising that the system of levying *likin* and other dues on goods at the place of production, in transit, and at destination, impedes the free circulation of commodities and injures the interests of trade, hereby undertakes to discard completely those means of raising revenue, with the limitation mentioned in Section 9.

"The British Government, in return, consent to allow a surtax, in excess of the tariff rates for the time being in force, to be imposed on foreign goods imported by British subjects, and a surtax in addition to the export duty on Chinese produce destined for export abroad or coastwise.

"It is clearly understood that after *likin* barriers and other stations for taxing goods in transit have been removed, no attempt shall be made to revive them in any form or under any pretext whatsoever."

That Treaty was signed nearly twenty years ago, and it is well-known to all of you that the Chinese Government have made no attempt whatever to abolish the *likin* stations. It is not in the interests of China, as a country, or anyone engaged in the trade of China, whether of Chinese or foreign nationality, that goods should be over-taxed; it is absolutely necessary, therefore, that the abolition of *likin* should precede any revision of the Customs tariff beyond an effective 5 per cent.

EXTRATERRITORIALITY.

The next point I would like to refer to is the abolition of Extraterritoriality. We sympathise with the desire of the Chinese Government to remove foreign Courts of Justice from their borders, but it would be necessary to have a long demonstration and experience of the Courts that are to take their place before we could, with equanimity, acquiesce in the change. I understand the meeting of the Commission to report on this subject has been postponed for one year, but members of the Association in China may rest assured that this Committee will watch carefully over the matter and do their best to prevent any hurried change. The return of Weihaiwei to China should result in no hardship to those engaged in the trade of the port, provided it is recognised as a Treaty Port by the Chinese Government, and kept open to foreign trade. The Treaty between the United States of America, the British Empire, France and Japan, signed at Washington on December 13th, 1921, and known as the Four-Power Pact, now takes the place of the Anglo-Japanese Alliance which has been in force, more or less, since 1905. The main object of the Anglo-Japanese Alliance was to maintain the peace of the Far East, and undoubtedly increased security and generally permitted peaceful trading in that part of the world, whatever may be said against it by its detractors. Let us hope that the same may be said 17 years hence of the Four-Power Pact which has taken its place.

The education of Chinese in this country has not been referred to in the report because the matter is at present under the consideration of a Committee appointed by the Foreign Office. There are many difficulties, apart from those of a financial nature, in making satisfactory arrangements in this matter, and I think many of those who refer to it in letters to the Press overlook altogether the work that is being done by the Hongkong University.

It was with great pleasure that we learnt that a knighthood had been conferred on the Chairman of the Association, then Mr. E. C. Pearce, and that H.R.H. the Prince of Wales, during his visit to Hongkong, bestowed the honour upon Sir Edward Pearce, who had gone to Hongkong as a representative of the British community in Shanghai. The work done by Sir Edward Pearce for Shanghai is too well-known to you all to require reference here.

THE SEAMEN'S STRIKE AT HONGKONG.

During the early part of this year Hongkong underwent one of the most unpleasant experiences in the whole history of the Colony, which resulted in great loss and inconvenience to the shipping and business community. I refer to the seamen's strike, which eventually spread to all Chinese employees in the Colony. The strike was entirely a political matter, and was conceived and supported by the Government of Canton, under Mr. Sun Yat Sen. In the great majority of cases the men were quite contented with their wages, and only left their work under a system of intimidation which could not have been carried out at all without strong official support in Canton. This is just an instance where the Port of Hongkong suffers, and the trade is endangered by being under a Government Department and ruled by a body of officials owing allegiance to that Department, who have no other official connection or representation in China. As you know, the Colony of Hongkong is under the Colonial Office, and the Consulates at Canton and elsewhere in China are under the Foreign Office, and though perhaps it is too much to expect two Government Departments to work as one, I think there must have been a considerable want of co-operation in this instance. There is little doubt that the attitude of the Hongkong Government towards Sun Yat Sen's Government in Canton for some time before the strike was ill-advised, and that the Chinese official support of the strike was in the form of a *refusé*, and what I would like to impress upon our officials concerned is that *refusé* was, and still is, a very expensive experience for the business community. This is not the only instance where trade suffers from want of co-operation between these two Departments. Hongkong is the natural market for the South of China, but is greatly hampered in that respect by Chinese Customs restrictions and the want of a system of bonded warehouses, a matter which should not be very difficult to adjust, and I believe, could be satisfactorily settled if left in the hands of our diplomatic representatives in Peking.

Mr. A. M. TOWNSEND seconded the resolution, and it was carried unanimously.

ELECTION OF OFFICERS.

The CHAIRMAN said that the next item on the agenda was to elect a President for the ensuing year.

Mr. Geo. B. DODWELL said that last year they were very glad to elect Mr. Anderson as their President, although they had had before them the name of Sir John Jordan, and that now they were in a similar position. Although Sir John Jordan hopes to be their President before long, he unfortunately did not feel he could accept the position at the present, and therefore he (Mr. Dodwell) hoped that the meeting would ask Mr. Anderson to remain in his present position as President, and that he had great pleasure in proposing the resolution, which was seconded by Mr. H. D. C. Jones, and carried unanimously.

(Continued at foot of next column.)

THE WAVE OF CRIME IN HONGKONG.

A CANTON COMMENT.

The following article appeared in yesterday's *Canton Times*—

Hongkong has been suffering from a series of robbery that up to the present does not seem to show signs of abatement. There have been some very daring robberies in broad daylight which seem to have escaped arrest. Consequently all the papers in Hongkong have commented upon the frequency of the same and have likewise cast some criticism against the lack of vigilance on the part of the custodians of the law. Finally the prevalence of such crimes has been largely attributed to the laxity of the Kwangtung administration.

To remedy the defects of the police, they have suggested the plan of increasing the number of English and Indian policemen and maintaining only a limited number of Chinese whose work in the detective department is well-nigh indispensable. To increase the vigilance, the policemen are to search the people freely. This is by no means a happy suggestion, for the chances are that more innocent ones will be subjected to varying degrees of nuisance. The real robber generally escapes search. Of course in this the custodians of the law are expected to use their discretion. If we can persuade ourselves that the custodians of the law, both English and Indian, are pure-minded and high-minded, then we may heartily subscribe to the encouragement of the search. But the custodians of the law throughout the world are none too reputable characters. We read sometime ago that the Chicago policemen were the worst breakers of the prohibition law. We fear that the vigilant pursuance of the right of search will fail of its object and that many innocent gentlemen and ladies will be the sufferers thereby. Some other remedy or remedies than search should be prescribed.

Touching the contribution of Kwangtung to the Hongkong crime wave, there is some truth in the accusation though we are not prepared to admit the large degree attributed to Kwangtung. That some evil characters such as pirates and criminally-inclined vagrants do go over to Hongkong cannot be gainsaid. But perhaps the boldness and the agility of the robbers indicate that they are not new comers but men who have been long on the spot.

However, it is a sufficiently grave accusation against Kwangtung and our people must not take offence at it. Rather, we should seek about to eliminate all such possibilities by giving closer attention to the many problems that have for their end the extinction of piracy, robbery, and crimes of every sort. To us it seems that the best preventive of crimes is affording adequate opportunities for all to find adequate and remunerative work for them to do. Thus it behooves the rulers to protect industry, to restore the financial situation to normal, and to encourage business intercourse everywhere.

Mr. F. ANDERSON thanked the meeting for the honour they had done him in re-electing him President of the Association. He was sure they would all realise, from the excellent speech of the chairman, that there was a considerable sphere of activity for the Association, and that they were filling a very useful position in looking after, as well as they could, British subjects in the Far East.

In moving the election of a chairman (Mr. D. Landale), vice-chairman (Mr. D. C. Rutherford), and hon. treasurer (Mr. R. C. Wilcox), Mr. Wood said that he had pleasure in proposing the re-election of the three above-named gentlemen.

Mr. GERSHOM STEWART, M.P., in seconding the resolution which was carried unanimously, said he was sure in their hands that the interests of the Association would be looked after in the future in just such an excellent manner as it had been in the past.

On the motion of Mr. D. MACDONALD, seconded by Mr. F. C. REYNOLDS, the General Committee were elected as follows:—Right Hon. Lord Inchcape, P.C., G.C.M.G., etc.; Right Hon. Sir John Jordan, P.C., G.C.M.G., G.C.I.E., etc.; Right Hon. Sir Frederick Lugard, P.C., G.C.M.G., D.S.O.; Sir Walter C. Hillier, K.C.M.G., C.B.; Sir Alfred Dent, K.C.M.G.; Sir Frederick Bourne, C.M.G.; Mr. F. Anderson, Mr. Byron Brennan, C.M.G.; Mr. Geo. B. Dodwell, Mr. W. Fisher, Mr. R. S. Gundry, C.B.; Mr. J. S. Haskell, Mr. R. H. Hill, Mr. H. D. C. Jones, Mr. H. H. Joseph, Mr. R. J. Kerr, Mr. D. Landale, Dr. H. B. Morse, LL.D.; Mr. F. J. Norbury, Mr. C. H. Pearson, Mr. H. W. Robertson, Mr. D. C. Rutherford, Mr. Charles V. Sale, Mr. F. Salinger, Mr. Gershom Stewart, M.P., Mr. H. A. Stewart, Mr. A. M. Townsend, Mr. A. G. Morey Weale, Mr. T. H. Whitehead, Mr. R. C. Wilcox, Mr. A. G. Wood, Mr. H. A. J. Macray, and Mr. L. N. Lee.

Mr. F. ANDERSON said he wished to propose a hearty vote of thanks to Mr. Landale for presiding at the meeting and for the very interesting and excellent address he had given. (Hear, hear.) It was an address which not only sounded well in delivery, but one which would well repay careful attention when they came to read it in print. There were several questions of great importance in the administration of British affairs in China, not the least being the question of the administration of Hongkong under the Colonial Office and the other portion of China under the Foreign Office. Seeing the intimate knowledge which Mr. Landale showed in the conditions which prevailed in China, the Association was to be congratulated in having as its chairman one who is so well posted in the affairs of China.

Mr. Anderson's remarks were received with applause.

The Chairman having briefly acknowledged the compliment, the proceedings terminated.

ST. JOHN'S CATHEDRAL.

MONDAY,

SEPT. 11TH,

AT

9.15 P.M.

ORGAN RECITAL

Vocalist,

Mr. A. P. GLANVILLE.

[1451]

TEOFANI'S

"KING'S OWN"

AND

SANDORIDE'S

"CLUB"

CIGARETTES.

Speak for themselves!

Call for free sample.

HONGKONG CIGAR STORE.

WHOLESALE AND RETAIL AGENTS.

[1458]

BREWER & CO.

ARE SELLING

A FINE SELECTION OF

WATERMAN'S FOUNTAIN PENS

AT

\$5.00 EACH.

J. B. LAL,

THE ABLE INDIAN PHYSICIAN

FROM SINGAPORE,

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemiparesis, Ears, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE
the above diseases in less than
TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine.

The medicine is my own preparation.

Consulting charge, ... \$3.00.

Visiting Fee, ... 5.00.

Consulting hours 9 a.m. to 12 Noon.

... 3 p.m. to 6 p.m.

J. B. LAL,

c/o KING EDWARD HOTEL,

Room No. 48.

[1385]

MRS. HAN INOKUCHI.

TELEPHONE K 754.

No. 21, ARLEY ROAD, KOWLOON.

Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE

(HAND AND ELECTRIC).

ALSO AT

PATIENT'S RESIDENCE BY ARRANGEMENT.

[1197]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RV, TH, TU.

STRAYED—One Bitch "B.A.T. Co. Ltd." on Collar. Finder please "Phone" Peak No. 113. Reward if necessary. [236]

TO BE LET—GODOWN—Spacious Two storied Godown situated on the Praya near Bowington Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year. Apply, Z. office of this paper. [234]

TO LET—A Four roomed Flat. Possession from 1st November. Apply A. S. Watson & Co., Ltd., Hongkong. [233]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 1 storied brick and concrete building, suitable for office and godown. Further details apply 465. W. G. HUMPHREYS & Co.

WANTED.

WANTED by October First or End, a Reliable NURSE, preferably English, for a three year old girl—with a small help, for three or four years, with home passage. Correspondence addressed MADAME DE ROSSI, Italian Consulate-General, Shanghai. [1356]

PIRACY ON A STEAMBOAT. PIRATE GANG'S 200 VICTIMS.

Four men who are said to have been concerned in the recent piracy of the s.s. *Sui Yick*, were brought before Mr. Lindell, at the Magistracy, yesterday afternoon, and charged with piracy (*Jare ghen lam*).

The piracy it will be remembered occurred on August 2nd, during the voyage of the s.s. *Sui Yick* from Hongkong to Shanai, when a ship's guard and a passenger were shot at and wounded by the pirates and the compradors of the vessel and the passengers on the ship, numbering about 170, were robbed of large sums of money. The pirates escaped with their loot at San Kok, a small village between the Chinese Customs Station of Sui Nam and Shanai. At the time of the piracy it was believed that the pirates boarded the vessel at Hongkong and subsequent police investigations appear to bear this out.

The four men charged with piracy are Li Muk, Li Kwai, So Wong and Li Hon King. The last named man is said to be a meter reader in the employ of the Hongkong Public Works Department.

Mr. T. M. Hazlerigg, Assistant Crown Solicitor, prosecuted. The defendants are not represented.

Mr. S. P. Leigh, first boarding officer for the Harbour Department, produced charts, showing the area where the piracy took place.

Mr. R. A. Ramsay, draftsman of the Hongkong and Whampoa Dock Company, produced plans of the s.s. *Sui Yick*.

Examined by the Assistant Crown Solicitor, Mr. Ramsay said the *Sui Yick* was a double-decked steamer with engine room below the level of the lower deck.

At the bow of the ship there was a triangular open space, in front of the wheel-house. There was a companion way leading down to the crew's quarters. The entrance was secured by three rods screwing to the side and there was a door on either side of the wheel-house. Next to the wheel-house were the cabins of the Captain and the Chief Officer. On either side of the wheel-house there was a hinged grill, shaped like a door, secured by locks. Outside the grill were the compradors' offices and certain cabins. In front of the compradors' office there was an open deck space, containing a companion way leading into the lower deck. This was also covered by a hinged grill. When all the grills were secured access would not be possible to the upper deck except through the cargo doors, which were bolted on the inside. These could be opened by an active man, who could climb up the side of the ship on the main deck.

Mr. Hazlerigg said the s.s. *Sui Yick* is a Chinese-owned vessel of 175 tons in capacity, licensed in this Colony, but sailing under the Chinese flag. She sailed between Hongkong and Shanai and usually made weekly trips, with general cargo. She had accommodation for 164 passengers. The ship's company was 43, including the Captain, the engine room staff and four guards, provided in accordance with the Piracy Ordinance. The upper deck was entirely used for second-class passengers.

THE VESSEL'S START FROM HONGKONG.
On August 1st, continued Mr. Hazlerigg, the *Sui Yick* set out for Shanai at 4.15 o'clock in the morning. She was then carrying approximately about 170 passengers; ten of whom were last class. At Shanai she took in tow a junk, which was proceeding to Shanai. At Sui Nam she was examined by the Chinese Customs authorities.

The Magistrate: Was she searched before leaving Hongkong?
Mr. Hazlerigg: Yes, by the police on the wharf.

Continuing, Mr. Hazlerigg said the *Sui Yick* left Sui Nam at 1.40 p.m. and at three o'clock the same afternoon the offence took place. He thought it was necessary for him to outline the various positions of the witnesses at the time of the piracy. The Captain and the Chief Officer were in the wheel-house. So far as they were concerned, all they saw was four armed men suddenly appear at the port side door. They presented revolvers and ordered the Captain to steer in the direction of San Kok. This was, out of the boat's course. The boat stopped at the village of San Kok where the robbers called other boats to come alongside and the pirates eventually left the ship carrying away with them the loot taken from the crew and passengers.

So far as the Chief Engineer was concerned, he was at the time in the engine-room. All he saw was a man armed with a revolver leaning over the skylight. He ordered him to oil up and to carry on. The engineer carried out the order and remained in the engine-room until after the robbers had gone.

COMPRADORS JUMP OVERBOARD.
Three of the guards who were sitting in front of the compradors' office with their rifles slung on their backs were next tackled and before they had a chance to use their arms they were disarmed. The other guard, who was some distance away, attempted to draw his revolver, but was fired at from point blank range. Fortunately the shot did little harm, the bullet hitting him on the tip of the nose and lodging in the cartilage. A second shot was fired at him just as he was falling. He then became unconscious. This bullet missed its mark.

The Magistrate: Where did the armed men appear from?

Mr. Hazlerigg: All he could say was that these six men were among the first-class passengers.

The Magistrate: So that some first-class passengers were behind the grill?—Yes.

Mr. Hazlerigg continuing said the compradors were asleep at the time in a deck chair in front of the office. He was awakened by the shooting and dashed across the deck and jumped into the water. Fortunately he could swim, and as the boat was moving slowly at the time he was able to catch hold of a ship's davit. After remaining in the water for a few minutes he crawled back on to the deck and hid himself in some baskets, taking precaution to hide his keys under a life buoy. A little later he heard someone enquire for him. Being frightened he called to one of his foks and gave him the key of the safe. Later he was hauled out of his hiding place and taken to a cabin on the lower deck where he was searched with others.

The assistant compradors was surprised, in his office, three men walking into the place and firing a shot into the floor. He handed over the key of his safe, which was quite distinct from the compradors'. This safe was used for storing the passengers' fares. On completion of a round trip the money was handed over to the compradors. At the request of the robbers he opened the safe. Afterwards he was removed to a cabin on the lower deck.

THE STOLEN PROPERTY.
When the pirates left the ship there were found to be missing the rifles and revolvers of the guards, \$110 in Chinese subsidiary coins, taken from the compradors' safe, and \$350, mainly in Chinese 20 cent pieces, from the assistant compradors' safe, also a rain-coat, the property of the compradors, and many other articles of clothing. Mr. Hazlerigg did not think it necessary to go into the very considerable losses sustained by the passengers.

THE DEFENDANTS' PART IN THE ATTACK.
Of the persons mentioned as attacked by the pirates, one of the guards alleged that the defendant So Wong was one of his assailants. Another guard alleged that Li Muk was running round the deck with a revolver. The defendant Li Kwai was also recognised by the guards.

POLICE ON THE TRACK.
On August 13th Sub-Inspector Shaftain, acting on information received, raided a house at No. 5, Sing On Street, Sui Wan Ho. Three defendants were discovered in bed. At the head of the bed of So Wong a leather suitcase was found. In the case were two articles of clothing of great interest, the first being a rain-coat which had since been identified by the compradors as the one stolen during the piracy, and the second was a money changer's note dated August 11th on the changing of \$122 Chinese 20 cent pieces into Hongkong currency. It would be remembered that the money stolen from the *Sui Yick* was in 20 cent pieces. In the rear part of the house six men were found and taken to the No. 2 Police Station where they were questioned. Two of the men gave statements which were verified and they were discharged to have been unemployed. The defendant Li Kwai said that a cousin of his living in Hong Kong Street invited him to come to Hong Kong where he could find him work. Li Kwai was unemployed and So Wong was also unemployed. This last named defendant said that he bought the suitcases for \$2 and that he paid \$4 for the rain-coat. Mr. Hazlerigg said he would prove that the suitcases was worth \$15 and the rain-coat was also worth \$15.

THE IDENTIFICATIONS.
On the 17th ult. an identification parade was held the defendants being paraded with ten other men. The Captain, Chief Officer, Chief Engineer and Compradors and seven of the crew were brought separately before the parade and each in turn failed to make any identification. Two of the guards were then brought in and picked out the defendants Li Muk and Li Kwai. It was impossible for the Captain and the Chief Officer to see any others of the pirates than the four men who stood guard over them.

The Magistrate asked how the pirates managed to get through the grills to the wheel-house?
Mr. Hazlerigg said the only explanation he could give for this was that the guard who was shot down had a key and probably that was taken from him. The shot was apparently not heard by the Captain and the Chief Officer. Another possible suggestion was that the grill on the port side was never fastened at all. There were grave reasons to believe that the grills were never fastened. This was a considerable breach of the Piracy Regulations.

Continuing, Mr. Hazlerigg said that on the 23rd ult. the tenant of No. 5, Sing On Street handed over to one of the men who had been detained the sum of \$35 which was the balance of \$40 due to him. On being questioned by the police he produced and handed over a packet containing \$170 in Chinese 20 cent pieces, which she said was handed to her by one of the defendants for safe custody. The defendant So Wong was picked out at another identification parade by a guard who said this was one of his assailants.

This was the case for the prosecution. After hearing the evidence of the Captain of the *Sui Yick*, the case was adjourned till Wednesday next.

LEARNING CANTONESE NOT SO DIFFICULT.

INTERVIEW WITH THE REV. DR. T. W. PEARCE.

LANGUAGE PROBLEMS AND DIETETICS DISCUSSED.

The Chinese Language School, promoted by the Hongkong General Chamber of Commerce, begins its new term next week and the Director of Students (the Rev. Dr. T. W. Pearce, Warden of Morrison Hall) was awaiting, intending students at the school in the Mission Building, yesterday, from one to three o'clock.

A representative of the *Hongkong Daily Press* who dropped in, in search of information, diplomatically inquired after Dr. Pearce's tiffin before approaching the subject of his call.

Dr. Pearce replied that his custom was to take only one meal a day; although, just now, under doctor's orders, he was having two meals, but the next one was not due until five o'clock. Warning to his theme, Dr. Pearce declared that people would be far better if they took one, or at most, two meals a day. "This feeling you have at one o'clock," declared the Venerable Doctor, "is only a 'habit' hunger." Restated, it would leave you in eight days.

DIETETIC PROBLEMS.
The American Quick Lunch, Dr. Pearce declared, made him angry. One good meal, with attention paid to its cooking, nutritive ingredients, mastication and service, was better than four meals, each bolted in ten minutes with a newspaper propped up in front of the coffee pot or a book by one's side.

"My only interest in life is my work," continued Dr. Pearce, "and my endeavour is to arrange my day that I can do my work to the best advantage. I am never in bed after 4.30 a.m. I do not like to disturb my man before 6 o'clock but then I have coffee with raw eggs in it. At nine o'clock I have a substantial meal."

Dr. Pearce, waxed quite enthusiastic about this meal, excusable enough, for ordinarily it lasts him until the following morning. When the doctor permits, he hopes to go back to that plan of life, which he finds has suited him admirably. At present he takes another meal at five o'clock, but this meal Dr. Pearce dismissed quite airily. "When the Language School is in session, it will be eaten at seven o'clock," he said.

CANTONESE FOR COMMERCIAL MEN.

"It was the Language School I came to see you about," interpolated the newspaper man, seizing the opportunity.

Dr. Pearce obligingly responded to the hint and shared his course in the new direction. He told him the Chamber of Commerce started the School in 1910 to serve mercantile interests. It had been successful, on the whole, but the foremost making against it were "a failure to realise the advantages and need of a knowledge of Cantonese."

"People prefer to 'scrape along' with pidgin English," queried the interviewer. "Yes," replied Dr. Pearce, "but, as a matter of fact, the time for relying on pidgin English is past, and the time for a full use of Cantonese has not yet come; this may be called a transitional period."

STILL GREATER NEED IN THE FUTURE.
"Do you think that, with so many young Chinese learning English in the schools, the need for Europeans to learn Cantonese tends to become any less?" was the next question.

Dr. Pearce took the view that the more Chinese became bi-lingual, the more it behooved Europeans to become so too, or they would find it increasingly difficult to safeguard their "commercial" interests. "In China," said Dr. Pearce, "in the new time that is coming, developments will follow each other so rapidly, and trade and industries will extend with such extraordinary facility, that the need of language communications will be more and more strongly felt."

But there is another side to the language question," Dr. Pearce added: "The need we have here is to meet the Chinese on their own ground and a knowledge of the language provides the means to do it."

Dr. Pearce also mentioned that a fair number of students have already enrolled for the next Session of the Language School and any other intending students should send in their names at once. The Director of Students described the scope of the course in detail and concluded with this message of encouragement: "The difficulties of acquiring the spoken vernacular may be vastly over-estimated. I do not think it is possible to over-estimate the difficulty of acquiring documentary Chinese, but it is quite possible to exaggerate the difficulty of learning to speak Cantonese. What it requires is steady application, day by day, for say an hour or a little more, with a personal teacher and wise guidance from experts, and these the Language School is designed to provide."

"THE GREAT ACCIDENT."
AT THE CORONET.

"The Great Accident" is the title of the new picture which comes to the Coronet to-day. It is a picturised version of a story by Ben Ames Williams, one of the most popular of the New York *Saturday Evening Post's* contributors. The accident occurs when, through a practical joke, a wild and irresponsible young man is elected, instead of his father, to the office of Mayor of his town. To the surprise of everyone he makes a wonderful success of the job, "cleans up" the town just as we need it to be done in Hongkong, and redeems his character.

A TRADE-MARK CASE.

COMPLAINANTS MAKE AN UNQUALIFIED APOLOGY.

In connection with a summons brought by Mr. C. Ingenohl, trading in Hongkong under the name of the Orient Tobacco Manufacturing, against the Hongkong Cigar Store Company, Alexandra Buildings, Des Vaux Road, for exposing for sale certain cigars bearing a false trade-mark or a trade-mark calculated to deceive, Mr. M. H. Turner for the complainants made an unqualified apology at the Magistracy, yesterday, for their action in the matter.

In making the apology Mr. Turner said the complainants were owners of certain trade-marks and from information received they believed that the defendants in the case were using this trademark for the purpose of selling cigars that were not manufactured by the Mong Kok (the Orient Tobacco Company's) factory. In consequence of this the complainants obtained a warrant and had the cigars seized. They had since inspected the cigars and they were found to be their own manufacture. The complainants now wished to make an unqualified apology to the defendants for their action and to withdraw the summons.

Mr. H. L. Denays, for the defendants, said he endorsed Mr. Turner's remarks. He would, however, like to add that the defendants had not done anything to justify their being brought up before the Court. The complainants had fully compensated the defendants and as they had now given an unqualified apology he asked for the summons to be withdrawn and for the return of the cigars.

The Magistrate (Mr. Lindell) agreed to the withdrawal of the summons and ordered the return of the cigars to the defendants.

KOWLOON SNATCHER CAUGHT.

MAGISTRATE ORDERS MAXIMUM PENALTY.

Smart punishment was ordered by Mr. Lindell at the Magistracy, yesterday, in the case of a young Kowloon snatcher, against whom it was conclusively proved that he had snatched a handbag from Mrs. E. Cock of No. 1, Minden Villas. The snatcher was arrested with the bag under his arm by two Europeans named Mr. W. Hyde and Mr. Telfer.

Mrs. Cock told the Magistrate that while she was walking and talking with a friend, just at the corner of Carnarvon Road and Nathan Road, the defendant came up from behind and snatched the bag. He then passed on in front, running in the direction of Humphrey's Buildings. Mrs. Cock at once gave chase, shouting "thief." Later she saw the man in the hands of two Europeans and an Indian constable. The bag was still in his possession.

The defendant denied the charge, saying that he bumped into the lady and the bag fell to the ground. He did not have the bag in his possession at any time.

Mr. Wm. Hyde, who caught the defendant, said that he was coming down Carnarvon Road when he heard cries of "thief." He saw the defendant running and giving chase he succeeded in catching him just at the corner of Cameron Road. The defendant then had the bag tucked under his arm.

Asked if he had anything further to say, the defendant repeated his former statement that he did not touch the bag. The Magistrate told him he was telling lies, and ordered him to be sent to prison for twelve months and that he was to receive twelve strokes of the birch.

AN ELUSIVE PASSENGER.

TRACKED AT LAST: WARRANT ISSUED FOR HIS ARREST.

Mr. A. E. Hall, solicitor, applied at the Magistracy, yesterday, for the re-hearing of a case in which a Chinese employed on the s.s. *Empress of Asia* as a ship's boy was sentenced to six months' imprisonment for having three automatic pistols in his possession without the permission of the Captain Superintendent of Police. Asked by Mr. Lindell on what grounds he applied for a re-hearing Mr. Hall said that at the hearing of the case the defendant stated that he was merely carrying the pistols for a passenger. The passenger in question was not to be found, but added Mr. Hall, "I have got him now."

The Magistrate: That does not alter the fact that the man was in possession. However, I will review the case.

Mr. Hall later added: "Of course the passenger does not know that I am after him." He suggested that it was quite clear the defendant was in possession of the arms, but he desired his Worship to give the option of a fine. The passenger, he said, broke his journey at Shanghai but arrived in the Colony yesterday. He asked for a warrant to be issued for the arrest of the man.

To this Mr. Lindell agreed and said he would reconsider his sentence if the man could be produced.

LANE, CRAWFORD, LTD.

MEN'S
DEPT.

SALE

ENDS THURSDAY, 7TH SEPT.

ZAMBRENE RAINCOATS \$40.00
DOUBLE TRIPLE PROOF CLOTHES

WALK-OVER BOOTS \$7.50
BLACK, BROWN, WHITE TO \$15.

ENGLISH LEATHER BELTS \$1.50
NON RUSTING BUCKLES

PURE SILK SOCKS \$1.00
USUAL PRICE \$2.75 to \$5.00 & \$2.00

COLOURED COTTON SOCKS 75 CTS.
& \$1.00

SPECIAL REDUCTIONS IN

SHIRTS AND UNDERWEAR.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES,
ICE CREAM SODAS,

ALL FLAVOURS

BEST SERVICE. HIGH QUALITY.
LOW PRICES.

LANE, CRAWFORD, LTD.

THE SHOP FOR

COLUMBIA GRAFONOLAS
COLUMBIA RECORDS
COLUMBIA ALBUMS
COLUMBIA NEEDLES

FIBRE NEEDLES AND CUTTERS.

ANDERSON'S

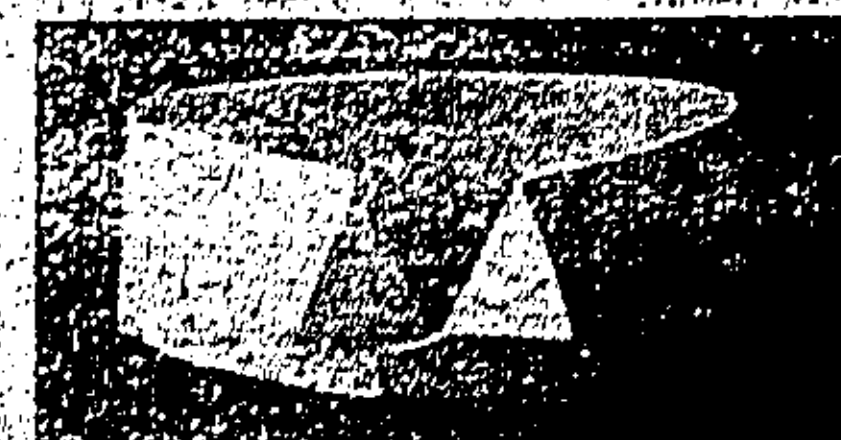
Wm. Powell Ltd.

TELEPHONE 3146.

GENTLEMEN'S

EVENING DRESS WEAR.

This is a special to with us; great care being taken by our London House whereby we receive only the NEWEST and MOST UP-TO-DATE fashions procurable.



New Stock Just Received in

SHIRTS TIES SOCKS DRESS SHOES

COLLARS PUMPS BRACES HANDKERCHIEFS

DRESS SUITINGS

STYLE AND FIT EXCLUSIVE. CLOTHS GUARANTEED.

NEW ADVERTISEMENTS

BRAZILIAN CONSULATE
HONGKONG

ON the Occasion of the First Centenary of the Republic of Brazil the Consul will be "At Home" at his residence, "Fairmount," Austin Road, Kowloon, TO-DAY, 4-6 P.M.

RUGBY FOOTBALL

A MEETING of those interested in RUGBY FOOTBALL will be held at the CHURCH CLUB Pavilion, at 5.15 P.M. on FRIDAY, the 14th SEPTEMBER, 1922. [1462]

TENDER

For Flood Protection Work.

SEALED TENDERS marked "LUPAO EMBANKMENT" will be accepted up to 1 P.M. on SATURDAY, the 20th of SEPT. 1922, at the Board's Office for the construction of Flood Protection Work at Lupao, North River, Southern District, the work consisting of approximately 27,000 cubic yards and 600 cubic yards of masonry.

Drawings, specifications and other information may be obtained at the Office of the Engineer-in-Chief upon a deposit of H.K. \$25.00. This money will be returned when drawings and specifications, etc., are handed back to the Office.

BOARD OF CONSERVANCY WORKS OF KWANTUNG.
The Engineer-in-Chief.
G. W. OLIVERSON, Esq.
The Engineer-in-Chief.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the above Examinations will commence on MONDAY, NOVEMBER 5th, 1922. Forms of Entry and copies of Regulations and Syllabus can be obtained on application to the Registrar. Each Entry form, duly filled in, must reach the Registrar, either with the statutory fees on or before September 15th, as follows:—

Matriculation and Senior Local Examinations... \$10 H.K. currency.
Junior Local... \$10 H.K. currency.
The following Scholarships, further particulars of which can be obtained from the Registrar, will be awarded on the results of the Matriculation Examination:—

- (1) Two King Edward VII Scholarships of the value of £40 per annum open to British subjects only.
 - (2) One President's Scholarship of the value of £400 per annum open to Chinese subjects only.
 - (3) One Government Education Scholarship of the value of \$1,000 per annum open to candidates from all Hongkong Schools.
 - (4) One Peace Memorial Scholarship of the value of £300 sterling per annum open to candidates of pure British descent.
- Bound copies of Examination papers, set at last Examinations can be obtained from the Registrar, Price \$1.00 per set.

N. TRESDALE MACKINTOSH, Registrar.
September 6th, 1922. [1461]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ANTILLOHUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 6th September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 12th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th Sept., or they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LINE, Agents.

Hongkong, 6th September, 1922. [1460]

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND PENANG.

THE Steamship

"VAN CLOON (19)"

Having arrived from the above ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the Wharves delivery may be obtained.

Goods not cleared by the 13th Sept. 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 12th Sept. 1922, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LINE, Agents.

Hongkong, 7th September, 1922. [1459]

S.S. "TUNGSHING"

STRANDED IN SWATOW HARBOR.

Messrs. JARDINE, MATHESON & CO., LTD., General Managers, Indo-China Steam Navigation Co., Ltd., Hongkong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer, her stores, apparel and tackle, afloat, in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS will commence on MONDAY, 11th SEPT. 1922. If sufficient support be forthcoming Applications for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
D. K. BLAIR, Secretary.
Hongkong, 28th August, 1922. [1419]

THE DIOCESAN GIRLS' SCHOOL, KOWLOON.

THIS SCHOOL WILL RE-OPEN on TUESDAY, SEPTEMBER 12th, at 9 A.M.
Boards return on Monday, September 11th. [1455]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

A N INTERIM DIVIDEND of ONE DOLLAR (\$1) per share for account 1922 will be payable on MONDAY, the 18th SEPTEMBER 1922. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday, 9th September to Monday the 18th September, 1922, both days inclusive.

SHEWAN, TOMES & CO., General Managers.
1427

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

A N INTERIM DIVIDEND of Fifty Cents (50 cents) per share has been declared for the half year ending 30th June, 1922.

Such Interim Dividend will be payable on and after MONDAY, the 11th September, at the offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from the 30th Aug. 1922, until the 11th September, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO., General Managers.
1401

HONGKONG CLUB.

NOTICE.

THE Second Yearly DRAWING of 20 DEBENTURES (1920 issue—\$500 each) of the Hongkong Club, Payable on SATURDAY, the 30th SEPTEMBER, 1922, will be held in the Club House at 11 o'clock, A.M., on FRIDAY, the 8th SEPTEMBER, 1922.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ARBAS, Secretary.
Hongkong, 28th August, 1922. [1416]

MOTOR CAR OWNERS ARE STEADILY INCREASING.

WITHIN the Last Three Months nearly 75 cars have been sold in this Colony. When you buy YOUR car you want to know it is a good one. It takes an expert to know a car and a RELIABLE DEALER to back your purchase.

Write or phone for an appointment and I will demonstrate some cars to you that cannot be equalled anywhere near the price.

A large variety of cars ready for immediate delivery ranging from

H.K. \$1,000 to \$8,000.

USED OR NEW CARS.

Phone: 1427 & 406.
H. S. KOMOR, Alexandra Buildings.
1441

BRITISH EMPIRE EXHIBITION.

WEMBLEY PARK, LONDON.

APRIL—OCTOBER, 1924.

BRITISH FIRMS in Hongkong desirous of exhibiting at the British Empire Exhibition are requested to communicate with the undersigned before the 18th inst., regarding their space requirements.

By Order,
D. K. BLAIR, Secretary.
Hongkong General Chamber of Commerce.
Hongkong, 4th September, 1922. [1452]

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagees By

PUBLIC AUCTION, IN ONE LOT ON MONDAY

The 2nd DAY of OCT. 1922, at 3 O'CLOCK P.M. By

Messrs. LAMBERT BROTHERS, Auctioneers, AT THEIR OFFICE, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2186 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street, and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2186 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1910, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central, and

Messrs. LAMBERT BROTHERS, Auctioneers.

397

397

397

397

397

397

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 7th September, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 31st August, 1922. [1425]

S.S. "ANGKOR"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong, Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 7th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th instant, or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 7th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOHARD, Actg. Agent.
Hongkong, 1st September, 1922. [1426]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENBROCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 9th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 2nd September, 1922. [1444]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK.

CONSIGNEES per Company's Steamer

"AJAX"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 5th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 11th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th Sept., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th September, 1922. [1458]

TOD-NIGHT AT

THE CORONET

THURS., FRI., SAT.

TOM MOORE

THE GREAT

ACCIDENT.

KOWLOON THEATRE.

TO-DAY ONLY AT 5.45 & 9.15.

LORD AND LADY

ALGY.

INTIMATION

Burnett's

celebrated

London

Dry Gin

unique in character and flavour.

Gives that distinctive excellence to a Cocktail.

Blends excellently with Watson's Stone Ginger Beer.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE 616.

BIRTHS.

HEMINGWAY.—At Kushing Hospital, on August 28th, to Mr. and Mrs. B. HEMINGWAY, Hangchow, a daughter, MOONEY.—At Hankow, on August 25th, to Mr. and Mrs. AUGUST J. MOONEY, a daughter.

MARRIAGES.

BRANDT.—Backhouse.—On July 22nd, at the Church of St. Martin, in the Fields, by the Rev. Charles H. Ritchie, Henry Gustave, only son of Mr. and Mrs. H. O. Brandt, of Hale, Cheshire, to Doris Mary Margaret, only daughter of Mr. and Mrs. James H. Backhouse of Hongkong. [1464]

JONES.—SMITH.—On July 26th, 1922, at Shanghai, Burma, Captain RUSSELL JONES, M.C., of Shanghai, to Iris Doreen, only daughter of the late Major S. ARNHEIM SMITH, M.R.C.V.S., and Mrs. ARNHEIM SMITH, of Calcutta.

HONGKONG OFFICE: 104, DES VOUEX RD., E.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1922.

HANDICAPS TO TRADE IN HONGKONG.

Hongkong folk, and many elsewhere, will read with more than ordinary interest the observations made by Mr. DAVID LANDALE in a speech as Chairman of the China Association in London, which is reproduced in another part of to-day's issue, regarding certain embarrassments to the trade of Hongkong which we do not remember to have seen publicly discussed before. His first reference was to a lack of co-operation between the Colonial Authorities and the Foreign Department, as represented by the Consulate at Canton. Mr. LANDALE was referring to the steamer's strike as "just as instance where the Port of Hongkong suffers, and the trade is endangered by being under a Government Department and ruled by a body of officials owing allegiance to that Department, who have no other official connection or representation in China." It looks as if Mr. LANDALE, if he were to return to Hongkong, would be one of our most ardent

Constitutional reformers. We do not quite see, however, what Mr. LANDALE is driving at in his speech unless it be the placing of Hongkong under the control of the Foreign Office. There is, of course, some sort of a precedent for this in the case of Weihaiwei which was originally under the control of the Colonial Office and was later put under the control of the Foreign Office, though Colonial Office officials, including the High Commissioner (Sir JAMES STEWART LOCKHART) remained in their posts. On the other hand, we suppose it would be equally possible for the Consulate-General at Canton to be placed under the control of the Colonial Office so as to secure greater co-operation with Hongkong. Of the vital importance of co-operation between the two places in the general interests of trade there can be no two opinions. Mr. LANDALE, discussing the strike, said that there was little doubt that the attitude of the Hongkong Government towards SUN YAT SEN's Government in Canton was ill-advised, and that the Chinese official support of the strike (which, by the way, the Canton Government always denied) was in the form of a reprisal. The question which is raised by this comment appears to be this: Should the attitude of the Hongkong Government towards SUN YAT SEN's Government have been different from that of the Imperial Government? SUN YAT SEN's Government was not officially recognised by Great Britain or any other Foreign Power, but it existed at Canton as the dominant authority, and though the Foreign Powers would not officially recognise it, their Consuls, in the very nature of the circumstances, were obliged to deal with it as the *de facto* Government; and the Hongkong Government also was in like manner obliged to accord it some degree of recognition for all purposes of interport intercourse. Full recognition as the *de jure* Government could not have been accorded either by the Consul-General or the Colonial Government, so that had both been under the same supreme control the political grievance would have remained. If the strike was "entirely a political move," what Mr. LANDALE's argument seems to amount to is that SUN YAT SEN's Government ought to have been recognised at once in the most complete manner and then nothing would have been heard of a seamen's strike. When we remember that before the seamen's strike, demands were being made in many sections of industry at Canton for a higher scale of wages, it is extremely doubtful whether seamen would have remained outside what was undoubtedly a general labour movement. There is scarcely a branch of industry in Canton which has not come under the influence of that movement. The success of the seamen's strike undoubtedly gave an enormous impetus to the movement, and it is very questionable whether that "expensive experience" which the business community of Hongkong suffered was attributable to any considerable extent to the want of co-operation between the two official departments. If it were so, it is strange that the Chamber of Commerce has been entirely silent on the subject.

Another point in Mr. LANDALE's speech was that the trade of Hongkong with South China is greatly hampered by Chinese Customs restrictions and the want of a system of bonded warehouses, "a matter," he said, "which should not be very difficult to adjust," and he believed it could be satisfactorily settled if it were left in the hands of our diplomatic representatives in Peking. The comment which this statement suggests is that, though Hongkong must have been suffering from this handicap for a good many years, we cannot recall a single reference to the subject in the annual reports of the Chamber of Commerce or in any public speech delivered in the Colony. Mr. LANDALE is a gentleman whose commercial experience in Hongkong and Shanghai must command for his observations on both these subjects the attention of the business community of the Colony, and we commend them to the notice of the Hongkong General Chamber of Commerce as being the most competent local body to pronounce upon them.

An announcement regarding the matriculation examinations at the Hongkong University appears among to-day's advertisements.

To-day is the centenary of the Republic of Brazil. The Consul (Chey. José M. Alves) announces that he will be "at Home" from 4 to 6 p.m.

During her recent trip to Japan the P. & O. S. *Noron* rescued five Japanese sailors from drowning. The latter were sailing in a 50-ton ship which had been overtaken by a storm and wrecked.

Tenders are invited by the Kwangtung Board of Conservancy for certain flood protection work in the North River. Some particulars are given in an advertisement which appears in another column.

The United States Assistant Secretary of Commerce, Mr. C. H. Huston, and party, will arrive in Shanghai on or about September 10th. Mr. Huston will be accompanied by Dr. James F. Abbot, American Commercial Attaché to Japan.

Home papers record the death of Mrs. Margaret Nicol Maitland, of Friston, near Eastbourne, aged 77 years. The deceased lady, who died at Ryde, Isle of Wight, was the widow of Mr. James Andrew Maitland, one of the early members of the big piece goods firm of Maitland & Co., Shanghai.

H.E. the Officer Administering the Government has received a despatch from the Secretary of State for the Colonies to the effect that he has appointed Sir Frank Swettenham, G.C.M.G., late Governor of the Straits Settlements, to be Chairman of the Committee for the Far East Group in the British Empire Exhibition, 1924.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

EXTRAORDINARY STORY OF BANDITRY.

TOLD BY AMERICAN GAME HUNTER.

PEKING, September 6th.

An interesting story from Teishihar illustrates the disturbed conditions at present prevailing in the Chinese Eastern Railway zone, and the dangers of travel there.

An American, Mr. A. J. Park, manager of American Oriental Game Company, of Seattle and Shanghai, proceeded to Teishihar in July, thence westward along the Chinese Eastern Railway, in search of live bustards for shipment to America. He heard several stories of Hunghuize outrages in the course of his travels, while one band of two hundred brigands raided a village within half-a-mile of a railway station at which he was lodging.

ATTACK BEATEN OFF AFTER HOT FIGHT.

On August 11th, Mr. Park set off across country, hunting bustards. When about three miles from the railway, he met eight Chinese horsemen, who frustrated his efforts to evade them and replied to his warning to keep off, with revolver-fire. Mr. Park sheltered in a haystack, which was the only available cover. He killed three horses and defeated the Brigands attempt to surround him. After a hot fight, the Brigands showed a white cloth as a flag of truce, and, on Mr. Park ceasing fire, five of them made off. Mr. Park, who retired immediately to the railway, could not ascertain the fate of the three who remained, though the bodies of the horses killed were later discovered.

RUSSIAN AND CHINESE INHABITANTS TERRORISED.

Mr. Park has reported that Russian and Chinese inhabitants of the railway zone are completely terrorised by the Hunghuize, against whom the present measures for protection are evidently

CABLES.

LATEST CABLES.

(REUTERS' AGENCY.)

DISASTER IN BRITISH MINE.
FORTY MINERS ENTOMBED.

LONDON, September 5th.

Forty miners are entombed in the deepest under-workings of the Haig Pit at Whitehaven, one mile and a half from the shaft. The rescuers are working under most difficult conditions, owing to falls of the roof.

Several rescuers, including the Manager, have been brought up gassed.

Ten bodies have been recovered. At first it was hoped that the others had escaped through a drift into Wellington Pit, where 120 perished twelve years ago, but hope is now abandoned.

THE WHITEHAVEN EXPLOSION BREAKS THE COUNTRY'S LONG SPELL OF IMMUNITY FROM COAL-MINING DISASTERS.

Most distressing scenes were witnessed at the pit-head as the mutilated bodies were brought to the surface. In one case, father and two young sons were clasping hands.

ALL HOPES ABANDONED.

Up to the present, twenty-four bodies have been recovered, some of them so far from the scene of the disaster, that it is practically impossible the others entombed have survived.

HEROIC EFFORTS OF RESCUE PARTIES.

In spite of the hopelessness of the situation, relief workers are struggling most heroically, under the most difficult and dangerous conditions, hindered by collapsing roofs and heavy gas, relays of men working all day and night. As one party retires, gassed, exhausted and hauled, another resumes the task. Some of these badly gassed returned after artificial respiration had been resorted to.

STINNES MONOPOLY OPERATING IN FRANCE.

HUGE PROFITS FOR REBUILDING IN DEVASTATED AREAS.

BERLIN, September 6th.

One hundred million sterling, of which Herr Stinnes receives six per cent., is stated to be involved in an agreement signed by Herr Stinnes with a French co-operative delegate, under which a German concern secures the monopoly of rebuilding 100,000 houses in French devastated regions.

EARLIER CABLES.

MANDATES COMMISSION REPORT ADOPTED.

CHINESE LABOUR IN THE PACIFIC.

GENEVA, September 5th.

The Council of the League of Nations has adopted a report of the Permanent Mandates Commission, and has instructed the President to transmit the Commission's wishes to the mandatories, requesting favourable consideration of the Commission's observations. These relate chiefly to the presence in the Pacific islands of labourers from overseas, especially from China, whose introduction might present social difficulties; also to the Australian administration of Nauru. The Commission also desires further information relative to land tenure, preferential tariffs, alcoholic restrictions, etc.

The Marquis Imperiali, the Commission's Reporter, remarks that the Council would read with interest details of the administration of Nauru, and would like later to hear the exact status of the island.

Lord Balfour significantly emphasised that the Council, while approving the Commission's report, in no way meant to make the Commission's observations its own.

Lord Balfour significantly emphasised that the Council, while approving the Commission's report, in no way meant to make the Commission's observations its own.

The Marquis Imperiali, replying, said that the report did not criticise the mandatories' administration, but simply transmitted observations to the interested Governments, who were absolutely free to conform therewith or not.

THE YOKE OF COMMUNISM.
ANOTHER BATCH OF DEATH SENTENCES.

RIGA, September 5th.

The undiminished relentlessness of the Soviet administration is illustrated in a message from Moscow stating that a number of members of the "Political Red Cross Organisation," who had political prisoners in Russia under their care, have been arrested. They are charged with establishing a counter revolutionary organisation.

The tribunal at Kiev which is trying Ukrainian rebels against Bolshevik rule has passed sentence of death on eighty-eight prisoners and confiscated their property, and has also sentenced twenty-seven to imprisonment.

Timofeev, the Socialist revolutionary leader who was recently sentenced to death, has committed suicide by hanging himself in his cell.

LATEST CABLES.
GREGO-TURKISH WAR.
CONSTANTINOPLE REJOICES.

CONSTANTINOPLE, September 5th.

All classes of the population are jubilant over the Greek reverses and the prospect of the recovery of Turkey's lost territory in Asia Minor, but there are no reports of hostility to residents of other nationalities.

It is declared that the Turkish success will not be followed by fresh claims, but on the contrary, Turkey is ready to guarantee the rights of minorities and will agree to other reasonable conditions compatible with independence and territorial integrity.

FRENCH NEWSPAPERS URGE RESTORATION.

PARIS, September 6th.

Various newspapers urge the necessity of restoration, both of Asia Minor and Thrace, to Turkey.

EARLIER CABLES.

GREEK GOVERNMENT APPEALS TO THE POWERS.

LONDON, September 5th.

It is generally opined in well-informed quarters in London that the disaster to the Greek Army is complete, and that there is little hope of anything now to prevent a thorough debacle.

The Greek Government has appealed to the Powers to secure an armistice, and, following communications between London, Paris, and Rome, the Allied High Commissioners at Constantinople have been instructed to discuss joint measures to assure a suspension of hostilities.

It is hoped that arrangements will be made for representatives of the belligerents to meet in two or three days in a neutral zone south of Ismid, and that the result will be a speedy cessation of the fighting.

GREEK TROOPS REFUSE TO MAKE A STAND.

SMYRNA, September 5th.

According to advices from the front, the Greek troops are refusing to make any stand. It is feared that unless the British and French act energetically, serious events may occur in Smyrna. British subjects will be embarked, aboard British steamers in the harbour, where they will await events. The latest British naval reinforcement to arrive there is the dreadnought *George the Fifth*.

GREEKS READY TO SIGN A JUST PEACE.

PARIS, September 5th.

Ferid Bey, the Ankara representative, in an interview declared that the Turks have not fostered dreams of expansion at the expense of their neighbours, but would fight to the end for independence.

Official Greek circles state that although the situation is regarded as serious, hope has not in any way been abandoned. The Greeks are ready to sign a just peace, but not a peace sacrificing the interests and lives of Greeks in Asia Minor.

FRANCO-BRITISH INTERVENTION.

PARIS, September 5th.

The British Government having invited the French Government to examine the possibility of a Greco-Turkish armistice, the French Government will reply to-night.

U.S.A. WARSHIPS FOR SMYRNA.

WASHINGTON, September 5th.

Mr. Roosevelt, acting Secretary of the Navy, has ordered Admiral Bristow, who is at Constantinople, to despatch four destroyers to Smyrna to protect lives and property. Mr. Roosevelt adds that neither naval nor political significance is to be attached to this move.

THE REPARATIONS PROBLEM
FAILURE OF NEGOTIATIONS WILL PRODUCE CRISIS.

LONDON, September 5th.

The Belgian delegates have departed for Berlin to discuss the question of the guarantees to be offered as security for German Treasury Bills. The Premier, M. Theunis, has instructed them to accept, apart from a gold deposit, only guarantees permitting actual payment.

On the successful issue of the negotiations depends whether the recent compromise decision will mean the practical grant of a six months moratorium to Germany, giving the Allies time to again grapple with the whole problem of reparations and inter-Allied debts, with a view to a comprehensive settlement.

Failure of the negotiations would produce a financial crisis, but every confidence is felt that M. Theunis, whose statesmanlike attitude resulted on Thursday in a compromise, will do his utmost to prevent disaster.

GERMANY'S REPARATION LIABILITIES.

Sir John Bradbury, interviewed by

Reuter's Paris correspondent, said the guarantees to Belgium exclusively concerned the Belgian and German Governments, but it would be unfortunate if any large percentage of the Reichsbank's gold reserve had to be provided as a guarantee.

Sir John Bradbury denied the assertion that British assistance towards the provision of guarantees was contemplated. He expressed the opinion that unless Germany's reparation liability was written down, it would be impossible to restore German credit, which would mean the collapse of the German financial structure and the abandonment of all hopes of reparation.

BRITISH TRADE UNION CONGRESS.

FIXES AGE LIMIT FOR OFFICIALS.

LONDON, September 5th.

The Trade Union Congress at Southampton resolved to impose on its officials an age limit of seventy years. This means the retirement of the Secretary, Mr. Bowerman.

The mover of the resolution, amid shouts of "You mean Bowerman," complained of the lack of initiative in the Trade Union movement which wanted men of vitality.

THE "DAILY HERALD."

The Congress, by 4,000,000 votes against 900,000, decided to take over the *Daily Herald*, the members' affiliation fee to be increased by three pence for this purpose.

FALL IN MEMBERSHIP.

A remarkable fall in membership from 5,418,000 to 5,127,000 during the past twelve months was reported at the Congress. This is attributed mainly to unemployment and industrial conflicts.

NEW EDITOR FOR THE "DAILY HERALD."

MR. H. H. FYFE APPOINTED.

SOUTHWORTH, September 5th.

It was subsequently announced by the Trades Union Congress that Mr. H. Hamilton Fyfe had been appointed Editor of the *Daily Herald*.

[Mr. H. Hamilton Fyfe is a well-known journalist and has been for some times a special correspondent to the *Daily Mail*. In 1917, he was Hon. Attaché to the British War Mission to the United States and from July to November, 1918, was in charge of British propaganda in Germany and among the German armies.]

THE RUSSIAN FAMINE.

RUSSIA HAS ENOUGH FOOD TILL NEXT HARVEST.

LONDON, September 5th.

A much brighter outlook in the famine regions of Russia is indicated. Mr. F. H. C. of the United States Grain Corporation and Comptroller of the American Relief Administration, has just arrived after a month's inspection and is of opinion that Russia will have enough food until next harvest if it is properly distributed. The crops look excellent. Despite some complaints of locusts, staple foods are now obtainable at railway stations, though at exorbitant prices.

Mr. F. H. C. said the railroads had enormously improved. He saw ninety locomotives being hauled to Russia from Germany. The Relief Administration once fed 10,500,000, but the number had decreased.

BRITISH POLICY IN INDIA.
NO CHANGE CONTEMPLATED.

SIMLA, September 5th.

The Viceroy, at the opening session of the Council State and Legislative Assembly, emphatically reiterated that there would be no change in the policy of the Imperial Government towards India. Any doubt on this point must surely be dispelled by the statement the Premier had authorised him to make with reference to the former's recent speech in the House of Commons when he declared that certain events in India during the last eighteen months and the malign influences working to make the reforms a failure had affected the British Parliament and people. Lord Reading appealed to both Legislatures to continue to use their influence to guard the masses in the right direction.

FACTIONAL RIOTS IN INDIA.
SITUATION WELL IN HAND.

MULTAN, September 5th.

At Multan rioting on a somewhat less serious scale again broke out. There were some fatalities, and a few houses were burnt down. The situation is now well in hand. The garrison is being reinforced.

THE DAVIS CUP.

AMERICA RETAINS THE TROPHY.

FOREST HILL, September 5th.

Playing in the challenge round of the Davis Cup Competition, in the third singles match, Johnston (American) beat Patterson (Australian) by 6/2, 8/2, 6/1. America thus retains the trophy.

In the final singles match, Tilden (American) beat Anderson (Australia) by 6/4, 5/7, 3/6, 6/4, 6/2.

THE UPKEEP OF THE SOVIET ARMY.

THE PRICE OF COMMUNISM.

RIGA, August 5th.

A message from Moscow says the Soviet Budget for 1922-3 estimates the Red Army expenditure to total four hundred million gold roubles, equivalent to 34 per cent. of the whole Budget expenditure.

EX-KAISER'S COURT CHAPLAIN DEAD.

BERLIN, September 5th.

The death is announced of Dr. Dryander, the ex-Kaiser's former Court Chaplain, at the age of 88 years.

DUTCH ROYALTY IN DENMARK.

COPENHAGEN, September 5th.

The Queen of the Netherlands and Prince Henry have arrived on an official visit to the Danish Court.

AMERICAN RADIO SERVICE.

(Intercepted by the U.S.S. "Tracy" on September 5th, 1922.)

BASEBALL SCORES.

NATIONAL LEAGUE.

St. Louis, 5—3; Pittsburgh, 3—8. Chicago, 3—0; Cincinnati, 4—5. Brooklyn, 4—6; Philadelphia, 5—7. (Second game 18 innings.)

AMERICAN LEAGUE.

Philadelphia, 5—0; Washington, 4—2. Detroit, 2—3; Chicago, 3—6. (First game 10 innings.) Cleveland, 3—1; St. Louis, 10—12.

OUTSTANDING FEATURES OF THE GAMES.

St. Louis.

Williams made his thirty-third home run tying with Tillis Walker. Sisler hit safely and made his thirty-fourth in a straight game. Brown's double victory brought his side within one game of first place.

SIGNALS HEARD FROM ENTOMBED MINERS.

JACKSON (Calif.).

Rescuers working in the adjoining Kennedy Mine have reported they have heard five blasts from the lower levels of Argonaut Mine; this is believed to be a signal from the forty-six entombed men that they are still living. It is believed they will be reached on Thursday.

AMERICAN LABOUR DAY: NO DEMONSTRATION.

CHICAGO.

Chicago, which is the centre of the nationwide rail strike observed Labour Day without the customary union celebration. There was no parade and no formal observance. The Nation observed the day with the suspension of business. Fears of untoward demonstrations in other cities are unfounded.

BOXING.

BILLY WELLS WINS IN AMERICA.

MICHIGAN CITY.

Joe Lynch, the world Bantam-weight champion, defeated Pat Moore in a ten-round non-decision bout. Moore took the count of nine twice in the seventh round. Billy Wells, welter-weight champion of Britain, outpointed Dennis O'Keefe, of South Chicago in a ten-round contest. Jimmy Clabby, Australian middle-weight champion, outboxed Jimmy Darcy, of Portland, in a ten-round. Clabby weighed 166 lbs, which is 12 pounds over-weight. Dempsey boxed a four-round exhibition bout with sparring partners.

ATTEMPTS TO SWIM THE CHANNEL.

DOVER.

Charles Toth gave up the attempt to swim the Channel from Dover after being in the water for 11 hours and 10 minutes. Sam Richards, of Boston, gave up after two hours.

STRONG POSITION OF THE U.S. NATIONAL BANK.

WASHINGTON.

Comptroller Cissinger announced that the National Bank resources on June 30th were \$30,706,000,000, which is an increase of \$38,000,000 over last year. National Bank's position is strengthening. They are now better able to take care of the requirements of commerce and industry than at any time since the Armistice.

GIFT TO A CHINESE UNIVERSITY.

The West China Union University, Chengtu, Szechwan, which is cited by Professor Boxby, of Liverpool, in the recent report of the China Educational Commission, as "a model to be followed throughout China," has just benefited by a gift of \$25,000 made by Mr. George Cadbury for the building of a teachers' training college for students preparing for posts in both Christian and Government schools. The university is supported by the Friends' Foreign Mission Association, the Church Missionary Society, one Canadian society and two American. The city of Chengtu has also just appointed Mr. Arnold Silkock, of Bath, who is architect in charge of the other buildings now being erected for the university, to be their adviser in their schemes for town planning. Chengtu has a population of 500,000. *Daily Telegraph*, Aug. 2nd.

Three of the five men said to have been concerned in the larceny at Dr. Kwan Sum Yin's residence at 40, Caine Road, on August 27th when property to the value of \$135 was stolen, were yesterday afternoon discharged by Mr. Hamilton.

Mr. Lo, appearing for the defence, produced the managing partner of a large contracting firm, who testified to the honesty of the three defendants, who, he said were in his employ. On the night in question they were sleeping in the house adjoining Dr. Kwan's residence, which was unattended and undergoing repair.

The men were arrested in this house by Lance-Sergeant Lannon. The Magistrate, in discharging the three defendants, said that he was now perfectly satisfied that the three men had no case to answer. He did not intend this to be a censure on the action of the police. If the police had not arrested the men he would have considered them to have been negligent in the execution of their duty. In the case of the other two men the Magistrate ordered the case to be remanded, as the defendants said that they were bricklayers and that they could produce evidence that they were not concerned in the larceny.

THE LOST LINER.

PASSENGER'S STORY OF SHOOTING.

In view of the finding of the Board of Trade inquiry into the sinking of the P. & O. liner *Egypt*, after collision with the French steamer *Sene* in the Bay of Biscay on May 20th, the evidence given by passengers in the concluding stages of the inquiry, on August 2nd will be found interesting:—

Mr. Gates, the boatswain, recalled, said that the *Egypt's* serang (head man of the native deck crew) spoke English perfectly.

Capt. Douglas Carr, Indian Army, a first-class passenger in the *Egypt*, said that when the collision occurred the *Egypt* immediately took a list to port. He went to his cabin for his lifeboat, put on his overcoat, and put his automatic pistol, his pipe, and tobacco in his pocket. Going on deck again he saw several passengers without lifebelts. He heard no orders given. A crowd of natives was round No. 17 boat. There were forty or fifty of them, and they practically filled the hurricane deck at that point. He mentioned to Mr. French, the supernumerary second officer, that he had a revolver, saying that some one was going to get hurt. He handed the revolver to Mr. French, who afterwards returned it. The boat was lowered into the water full of natives. A native was pushing the boat off with a boat-hook.

The witness continued:— "I shouted out both in Hindustani and in English, but they did not stop, and my impression was that the boat was going to get away from the side of the ship. When I jumped from the hurricane deck, I found a lady passenger who was being rather jostled about by the natives, and several of them were playing with the aft-escape. I gave them orders, both in English and Hindustani, to sit down and to remain quiet. They did not, but started to shove and push in all directions. They were frightened, and did not want to stay where they were. They started to jostle me, and I stood a fair chance of being thrown into the water, and so did the lady passenger. I then drew my revolver and showed it to them, and ordered them to the other end of the boat. One or two of them did go, and stayed there. The others did not. The fellow with the boat-hook, swung it in my direction. I gave a further order in Hindustani, informing them that if they did not sit down I would shoot."

THE SHOOTING.

Mr. Darby (for the Board of Trade): Did they sit down?—No.

What happened then?—I shot over their heads.

Did they sit down then?—Yes, quickly. They huddled together in the forward end of the boat. I called out, "Send down some white member of the crew." I wanted a sailor, and one came down—a quartermaster.

The witness calculated that at least sixteen passengers then came into the boat, so that between sixty and seventy persons got away in that boat, including the captain. As the *Egypt* went down a wave appeared to take the boat forward clear of the ship's bows. Other persons clung to the boat, and were picked up by the *Sene*.

In reply to Mr. Bucknill (appearing for the Government of India and the lascars members of the crew), Capt. Carr said that he never received any instructions, and only heard one order, which was to the effect that the ladies were to go aft. He thought a serious attempt to restore order would have been successful. It was successful so far as he was concerned. It was obvious that this was the last boat which would ever get away from the *Egypt*.

Mr. Bateson (for the P. & O. Co.): It was your revolver which made more impression than your language?—Most certainly.

Reminded that two members of the crew were wounded, the witness said he fired two shots. His impression was that the two natives came down the ropes as he fired, and they "caught it" in mid-air. It was unfortunate, but it had the desired effect on the others. He merely knew from evidence given in that Court that two were hit.

Mr. Bateson: The substance of your evidence is that the natives were terrified, and tried to get away?—Yes, and they seemed to have no thought for anyone else. As far as I could see, the British officers were doing their best.

WOMEN'S EVIDENCE.

Miss Ethel Greenwood, another first-class passenger, said that she could not get into one boat, as it got away too quickly. Having seen three boats get away, she slid down a chain and jumped into the water, and was picked up after swimming for some time.

Miss Lyle, another first-class passenger, said all the boats seemed to full of natives when she went on to the boat-deck.

Affidavits made by other passengers were next read.

Lieut.-Colonel Franklin, Indian Medical Service, in his affidavit, said that a boat containing a number of ladies was capsized, owing to natives jumping into it. The women were drowned.

Mr. R. Beyer declared in his affidavit that he saw three boats filled with natives lowered. They moved away at once, in spite of the protests of passengers, and white stewards, who called to them to come back and take off the women and children.

Mrs. Enid Southby, in an affidavit, said the lascars in her boat "behaved like beaten dogs."

BOAT DRILL.

Capt. Ramm, acting Dock Superintendent of the P. & O. Co. when the *Egypt* left Tilbury, was recalled. In reply to the Solicitor-General (Sir Leslie Scott), he declared that boat drill before a ship left was certainly more than a formal ceremonial affair. It was a reality, ex-

cept for the actual lowering of the boats. He agreed that at a time of danger the essence of preliminary drill was that the crew should at once get to work as though the danger were not there.

Sir Leslie Scott: In what sort of way did you try to get it into the minds of the officers that the drill should have that, so to speak, military quality?—I don't think I addressed them on that occasion.

Do the company leave it solely to the discretion of the individual commanders as to whether the drill should be a matter of form or a reality?—It would be left to the individual commanders. The responsibility would be theirs.

In reply to Mr. Cotter (President of the Amalgamated Marine Workers' Union), Captain Ramm said that the native crew were not strangers. "They spend their lives on our ships," he added.

Mr. Cotter: I suggested they were a strange crew to the *Egypt*—That may be your opinion.

Answering Mr. Bucknill, the witness admitted that there was nothing to prove to him that the crew had been properly instructed as to their boats.

The present system is not satisfactory on that point?—It is a little more looking into it, certainly.

Mr. Harold Camps, naval architect and consulting engineer to the P. & O. Co., said that the damage to the *Sene's* stem pointed to the *Egypt's* wound being eight feet below the water line. The bows of the *Sene*, he added, were strengthened in order to give additional protection against ice.

QUESTIONS TO BE ANSWERED.

The evidence having been concluded, Sir Leslie Scott read the questions which the Court were asked by the Board of Trade to answer. The questions, twenty-four in number, inquired as to:—

The number of persons newly shipped as crew in place of those who left before the ship left Tilbury; their ratings and nationalities; the total number of persons employed in any capacity on board; the proportion of European subjects among the officers and crew; whether all the officers spoke Hindustani; whether the *Egypt* was adequately and efficiently manned; the total number of passengers; the number of boats on board; whether they were kept and the carrying capacity, condition, and equipment; the number of lifebelts on board and where they were carried; whether the members of the crew had lifebelts in their quarters; whether proper steps were taken to inform the passengers where they could obtain life jackets, and whether there were any for children; whether every member of the crew knew his boat station; whether the crew and passengers knew boat drill; the number of wireless operators, and whether the installations were in good order; whether the ship complied with all the requirements of the Merchant Shipping Act; the weather; whether the speed was a moderate speed in the fog; the damage caused by the blow; and the closing of the water-tight doors.

Other questions were whether, after the collision, prompt and proper measures were taken by the commander and officers of the *Egypt* to maintain the discipline and safety of the ship and passengers; whether there was any confusion regarding the manning of the boats after the collision; whether there was any lack of discipline among the European or non-European crew, and to what such lack of discipline was attributable; and to what extent it contributed to the loss of life that occurred; whether any of the non-European members of the crew were in possession of weapons of any kind; whether any non-Europeans crowded into boats and by violence or otherwise kept passengers out. Finally, the Court were asked whether the owners had taken proper measures to ensure compliance with their own regulations and to enact good discipline on the ship.

Mr. Cotter, in his speech, suggested that if the *Egypt* had been equipped with up-to-date appliances, both as to boats and bulkheads, there would have been a different story to tell. The policy of the P. & O., one of the largest shipping companies, if not the largest, in the world, in the manning of their ships seemed to be to employ the smallest possible number of British seamen. He had come to the conclusion that the Bombay cheap labour market was well exploited by the company. In the conduct of the native members of the *Egypt's* crew there was scarcely a redeeming feature. All those men thought about, without exception, was the saving of their own skins, and the traditional British order, "Women and children first" was "totally ignored by the native element. That order could, however, have been carried out by the British members of the crew had it not been for the unspeakable conduct of those Asiatics. Half the *Egypt's* boats, properly manned and handled, could have saved comfortably every living soul on board. The great proportion of the native crew had no conception of honour or civility, and knew nothing about boat drill. It was unfair to blame the captain and officers so far as the boats were concerned. The disaster would never have occurred with a proper qualified crew of British seamen. While the P. & O. ships carried that class of crew an armoury should be placed in all ships, so that the officers could have weapons with which to ensure their orders being carried out. Native seamen cost less than a third of what British seamen cost, and he hoped that the Court would tell the P. & O. Company that human life must be higher than dividends.

Accustomed by this time, remarks a contemporary, to "touring parties" on a very large scale, the announcement that in the first months of next year 9,000 American travellers will visit the Far East will create no surprise. So far as can be learned, four liners are to be engaged in carrying these parties, who will first of all make a stay in Japan, then come to China, and later visit the Philippines, Malay States and proceed to encircle the world via Suez. The liners mentioned are the *Lacania*, *Resolute*, *Vendemia*, and *Empress of France*.

1128

WORLD THEATRE

Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 p.m. and 9.15 p.m.

WILLIAM FOX presents TOM MIX
in

"WESTERN BLOOD"

The Greatest Cowboy actor in The World.
Thrills and Romances on the plains.

2.30 & 7.15 p.m.

EILEEN SEDGWICK in "THE GREAT RADIUM MYSTERY."
Episodes, 8 & 9.

USUAL PRICES. BOOKING AT THE THEATRE.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

13th September.

1st Class Fare to Singapore: \$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574.

Agents.

SOUTH MANCHURIA RAILWAY

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN (KORSA) EAST OF MUKDEN.

SUMMER HOLIDAY
RESORTS



IN SOUTH MANCHURIA AND CHOSEN.

OSHIGAWA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, mostly with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlegrounds, Ruined and Dismantled Forts Miles from charming Walks and Drives. Abundant Picnicking Facilities. Orchestra twice a week. Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

KONGOSAN.—The famous Diamond Mountain of Korea. A special Summer Resort rivaling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseon and Chosenji Hotel (11 rooms) at Chosenji.

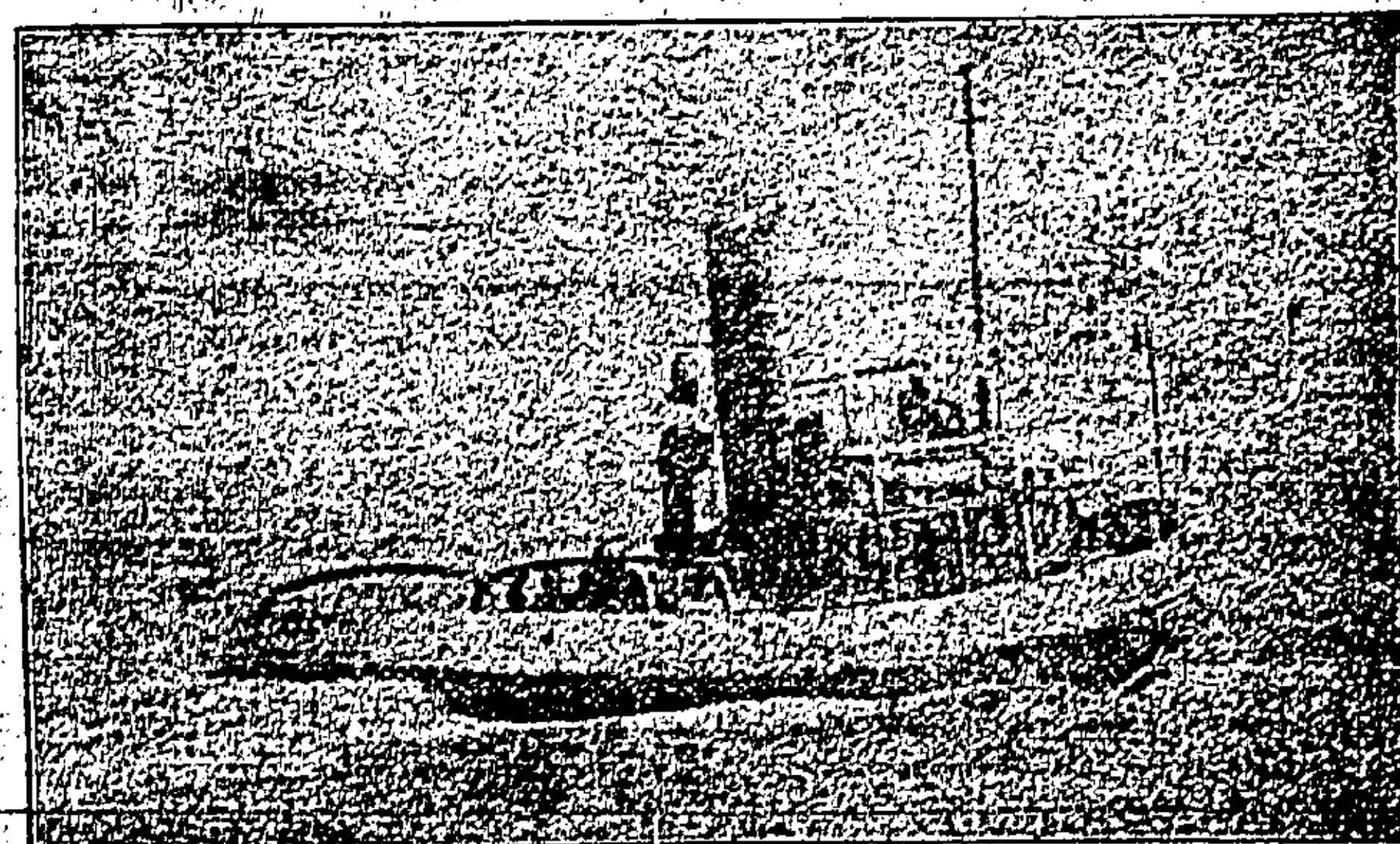
All under the direct management of the SOUTH MANCHURIA RAILWAY CO.
Illustrated Booklets and all information post free on request.

Applications may be sent to the Hotel Managers at the various resorts or to
THE SUPERINTENDENT OF HOTELS, Traffic Department,
Cable: Add. Mantetsu. SOUTH MANCHURIA RAILWAY, Dairen.
Codes: A.B.C. 5th Ed. A1 & Liebers. 153

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS.

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers.
Vessels built and shipped for re-erection abroad.



UNFIRE TWO BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers.

THE PAGE LETTERS. U.S. ENTRY INTO THE WAR. A STORY OF KING GEORGE.

With the August instalment of the letters of Walter H. Page in *The World's Work*, we come to the entry of the United States into the war as a belligerent Power. The preliminary step was the dismissal of Bernstorff from Washington; and on February 3rd, 1917, that news—awaited with the tensest anxiety at the United States Embassy in London—came with a burst of comedy. Our Naval Attaché at Washington—Captain Gaunt as he was then—cabled with characteristic jollity:—"Bernstorff has just been given his passports. I shall probably get drunk to-night."

If relief from anxiety—and worse than anxiety—would intoxicate a man, Page himself must have nearly "got drunk" that night. The dismissal of Bernstorff meant war between the United States and the Central Empire; and all along Page had seen war with the Central Empire to be as right for his country as he had deemed it inevitable. And with the anxiety was lifted a great load of what came very near to being shame. For twenty-nine months, in the computation of Mr. Burton J. Hendrick, who edits these letters, Page had had to bear, almost alone and in a country that was fighting for its life, what Englishmen had to bear in concert during the few days when it looked as if Great Britain might decline to take up arms. And loyalty to his country had compelled him to pretend, in more than merely official relations, that he, too, thought neutrality the right course for the United States.

All this weight was lifted when on April 2nd, 1917, Congress declared a state of war with Germany. "It's a great day for the world," said Mr. Balfour to Page; and "a well-known Englishman," meeting the Ambassador in the street, said something more personal:—"Thank God that there is one hypocrite less in London to-day."

"What do you mean?" asked Page.

"I mean you. Pretending all the time that you were neutral! That isn't necessary any longer."

"You are right," the Ambassador answered.

THE STRAIN LIFTED.

The strain lifted, Page plunged immediately into the new work; and with a high heart. He felt the "undertone"—"That they don't want the Americans in the War! This means that if we come in just as the Allies finish the job we'll get credit, in part, for the victory, which we did little to win."

But that was "a minor note." The United States, in Page's opinion, had twice missed—after the sinking of the *Lusitania* in 1915 and the sinking of the *Sussex* in 1916—the chance of bringing the war to an early end "by a simple break in relations." But it was not too late. He believed, and rightly, that "the great mass of people do want us in, quick, hard, and strong—our money and our guns and our ships;—and immediately after Bernstorff's dismissal he was busy sending to Washington his ideas on how the United States could best help the Allies."

A remarkable letter to Mr. Arthur Page, full of the philosophy of the situation, and letters to Mr. Doubleday and to Mr. David F. Houston, Secretary of Agriculture, show how eager he was that the work should be done thoroughly, and that his was the war-policy, almost in every particular, that was carried out by his country. Among these papers, too, we find a final summing-up of President Wilson's previous attitude to the war which reveals once again Page's steadiness of outlook and his depth of perception. Some phrases of it are even sadder reading to-day than they would have been in April, 1917:—

"The second error he made was in thinking that he could play a great part as peace-maker—come and give a blessing to these erring children. This was strong in his hopes and ambitions. There was a condescension in this attitude that was offensive."

"He has not breathed a spirit into the people: he has encouraged them to supineness. He is not a leader, but rather a stubborn phrase-maker."

"He was made a bug-a-boo, and worked for all he was worth by Bernstorff; and that's the whole story. We are as Anglo-Saxon as ever we were."

Anglo-Saxon—in that name lies the core of Page's conviction. Participation in the war was not only going to stiffen the sinews of his people, suppress the faddists, enlarge the power and wealth of the United States (and Page saw clearly from the first what his country stood to win in power and wealth if she grasped her opportunities); it was going to "re-establish in our minds and conscience and policy our true historic genesis, background, and destiny, i.e., kill the Irish and the German influence."

INFLUENCE OF THE THRONE.

About this time Page saw a good deal of King George; and the King and he would "chat like two human beings." On one occasion the King told Page a story:—"I've a good story on you," said he. "You Americans have a queer use of the word 'some,' to express mere bigness or emphasis. . . . Well, an American and an Englishman were riding in the same railway compartment. The American read his paper diligently—all the details of a big battle. When he got done he put the paper down and said, 'Some fight!' And some don't!" said the Englishman.

And the King roared. "A good one on you."

"The trouble with that joke, Sir," I ventured to reply, "is that it's out of date."

Page, says Mr. Hendrick, "did not believe in Kings and Emperors as institutions," but this is what Page wrote of King George:—

"The influence of the throne—and of him on the throne, being a wholly reputable."

(Continued at foot of last column.)

Mrs. Riddick Tells How Cuticura Healed Hands and Face

"I contracted a skin trouble of the hands and face which took the form of wet eczema. It spread rapidly to various parts of my arms and neck, and the rash became so bad that I found it almost impossible to get a decent night's sleep. The irritation was severe, and I was unable to carry out my household duties."

"My brother advised me to try Cuticura Soap and Ointment. The relief I felt after the first application was marvelous. I continued using them and now I am healed." (Signed) Mrs. J. J. Riddick, 8 Webb Lane, Hall St., Stockport, Eng.

These fragrant emollients are all you need for all toilet purposes. Soap to cleanse, Ointment to heal.

Soap 1s. Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each free and free of charge. 7, New York St., London, E.C.4. Also for mail orders with price. Cuticura Soap shaves without pain.

22-11

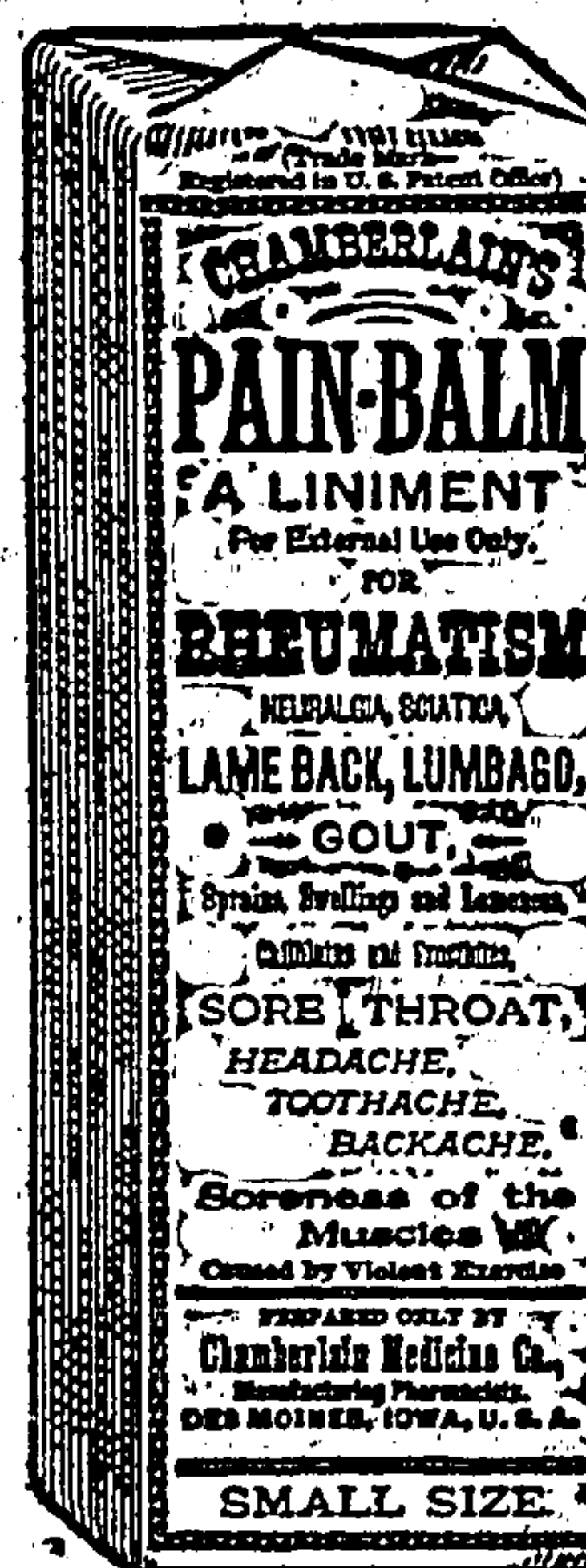
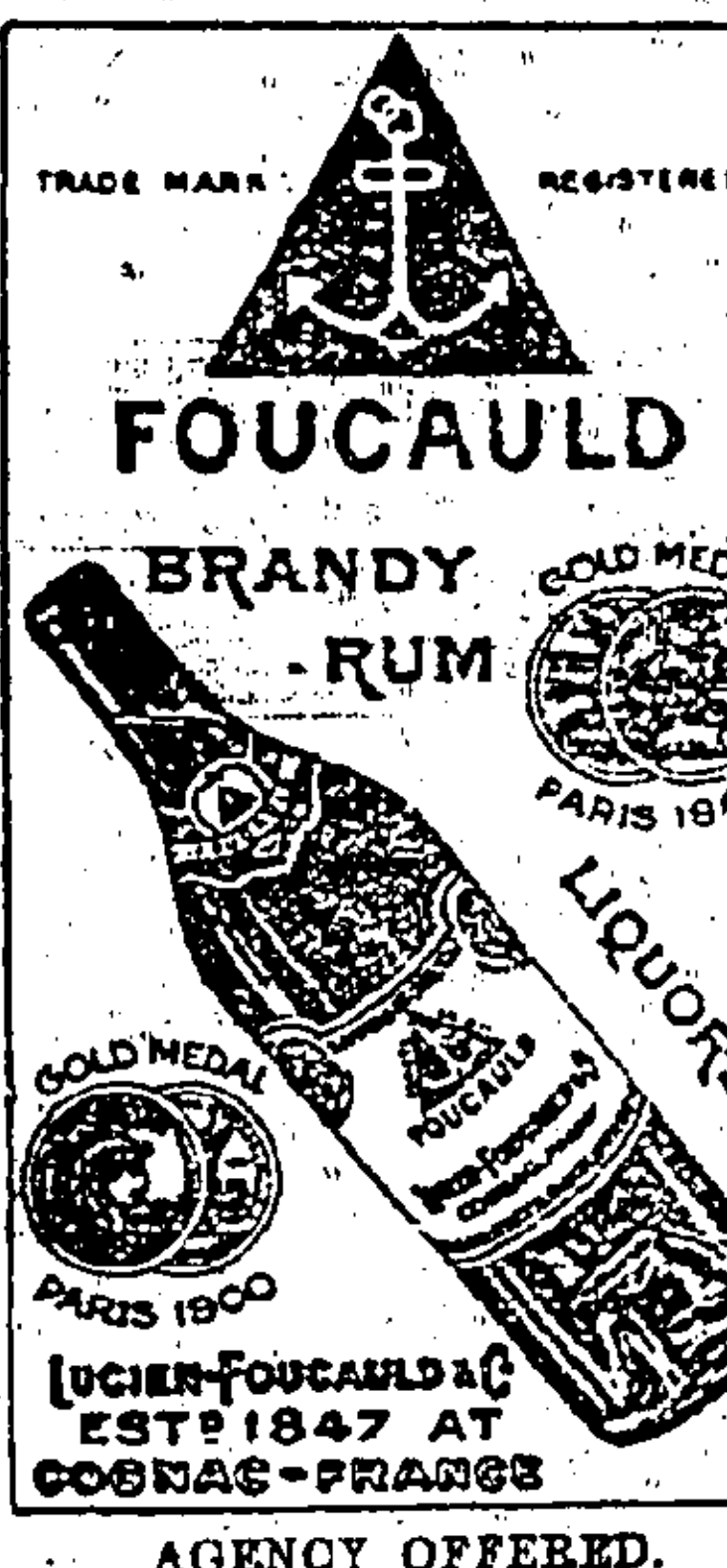
AGENTS AND MERCHANTS.

We manufacture products that are sold everywhere at profits ranging from 100 to 400 per cent.

MODERN PORTRAITS, CONVEX GLASSES, SERVING TRAYS, WINDOW GLASS, MOUTHWASHES, TOILET SOAP, PERFUMES, ORGANS, PICTURE FRAMES, CARVED FRAMES, ART FLORAL PLACES WITH AQUA RELIE PHOTOGRAPHS, OIL PAINTINGS, ETC.

OLIVER PAN-AMERICAN EXPORTERS.

238 J. H. Dir Street Chicago Ill. U.S.A.



When in doubt about your eyes
or your glasses
Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD, CENTRAL,

Hongkong.

thoughtful, industrious, and conscientious man—is very great."

We would conclude by quoting a very wise reply made by the American General Lagsiter to Page's question whether among our soldiers in France he had seen any signs of "genius or wide vision," or were they merely plodding along at a mechanical task:—

"We don't see genius till it has done its job. It is a mechanical task—yes, that's the nature of the struggle—and they surely do it with intelligence and spirit."

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI	...	"YUSANG"	...Thursday,	7th Sept.	Noon.
TSINGTAU via SWATOW	...	"HANGSANG"	...Friday,	8th Sept.	Noon.
& SHANGHAI	...	"YUENSANG"	...Friday,	8th Sept.	3 p.m.
MANILA	...	"YUENSANG"	...Saturday,	10th Sept.	D.L.
KOBE	...	"MINGSANG"	...Tuesday,	12th Sept.	D.L.
HAIPHONG via HUIHOW	...	"WAISHING"	...Tuesday,	12th Sept.	Noon.
TSINGTAU via SWATOW	...	"CHILDAH"	...Tuesday,	12th Sept.	Noon.
& SHANGHAI	...	"CHONGSANG"	...Tuesday,	12th Sept.	4 p.m.
BANGKOK via SWATOW	...	"HINSANG"	...Tuesday,	12th Sept.	Noon.
TIENSIN	...	"FOOSANG"	...Thursday,	14th Sept.	Noon.
SANDAKAN	...	"FOOKSANG"	...Monday,	15th Sept.	3 p.m.
TSINGTAU via SWATOW	...	"LAISANG"	...Thursday,	18th Oct.	Noon.
& SHANGHAI	...	"NAMSANG"	...Tuesday,	10th Oct.	Noon.
STRAITS & CALOUTTA	...				
KOBE	...				
KOBE	...				

CALOUTTA LINE—This Line affords regular sailings to Calcutta, Fuzhou and Singapore, returning from Calcutta steamers proceed via Siam and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when convenient.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kadat Jesselton Labuan Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tiensin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALOUTTA LINE

1. "FOOKSANG" will be despatched on or about Monday, 25th Sept., at 3 p.m., for SINGAPORE, PINANG & CALOUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS. CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENAMORY"	...	11th September.
"GLENOGLE"	...	13th September.
"GLENNAVY"	...	27th September.
"GLENAPP"	...	5th October.

HOMWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENADE"	24th Sept. GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENARIFFE"	18th Oct. GENOA, MARSEILLE, LONDON, ANTWERP & HAMBURG.	

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 23 and 3586

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

s.s. "HOZUI MARU" ... on or about 14th Sept.

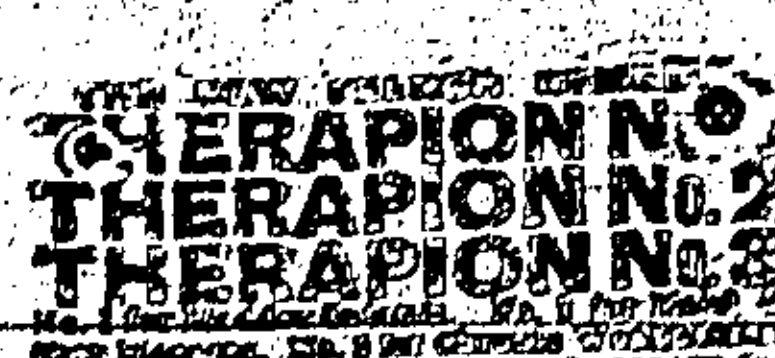
FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" ... on or about 14th Sept.

For further particulars, please apply to:—

Branch Office: No. 27, Behnam Street, West. Tel. No. 155.

Top Floor, King's Building, Tel. No. 140.



ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1921.

With INDEX, Price \$7.50.

On sale at the Hongkong Daily Press

SHIPPING NEWS

ARRIVALS

September 6th.
Glenn, British str., 4,120 tons, Capt. W. H. Kennett, from Shanghai, with a general cargo.—J.M. & Co.
Wan Wah, American str., 4,170 tons, Capt. N. Carneiro, from Haiphong, with a general cargo.—Chung Hing.

September 6th.
Amelia, Japanese str., 2,335 tons, Capt. K. Fukue, from Swatow, with a general cargo.—O.S.K.
Amelia, British str., 3,791 tons, Capt. W. McLutcheon, from Singapore, with a general cargo.—B. & S.
Codreita, American str., 1,621 tons, Capt. H. S. Neilson, from Saigon, with a general cargo.—Admiral Line.
Chongai Maru, Japanese str., 653 tons, Capt. S. Yamashita, from Keelung, with coal.—Sumi & Co.

Changshu, British str., 1,105 tons, Capt. C. R. Moore, from Haiphong, with a general cargo.—J.M. & Co.
Candiller, French str., 3,021 tons, Capt. Poggi, from Shanghai, with a general cargo.—Messageries Maritimes.
Glenn, British str., 4,120 tons, Capt. W. E. Roberts, from Vladivostok, with a general cargo.—J.M. & Co.
Hongkong, British str., 1,145 tons, Capt. W. S. Turnbull, from Swatow, with a general cargo.—Douglas S.S. Co.
Hongkong, British str., 1,145 tons, Capt. P. H. Berching, from Calcutta, with a general cargo.—Mackinnon, MacKenzie & Co.

Kaituma, Japanese str., 6,411 tons, Capt. K. Asakawa, from Shanghai, with a general cargo.—N.Y.K.
Kaituma, British str., 1,145 tons, Capt. C. P. Cole, from Bangkok, with a general cargo.—B. & S.
Amelia, Japanese str., 4,473 tons, Capt. M. Furukawa, from Yokohama, with a general cargo.—N.Y.K.
Mikasa Maru, Japanese str., 1,961 tons, Capt. G. Takao, from Milne, with coal.—M.B.K.

Sungho, Chinese str., 541 tons, Capt. K. Nakata, from Keelung, with coal.—K. Kimura & Co.
Sungho Maru, Japanese str., from Canton.
Tsushima Maru, Japanese str., 1,553 tons, Capt. H. Hara, from Kaituma, with coal.—Y.K.K.
Tsushima, Dutch str., 3,310 tons, Capt. Buys, from Dabuy, with a general cargo.—J.C.J.L.
Tsushima, Italian str., 2,589 tons, Capt. A. Hanzak, from Shanghai, with a general cargo.—Dodwell & Co.
Van Chien, Dutch str., 2,480 tons, Capt. F. Schulte, from Singapore, with a general cargo.—J.C.J.L.

West Iron, American str., 3,460 tons, Capt. H. A. Annap, from Manila, with a general cargo.—Struthers & Barry.
Yuan Heng, Chinese str., from Canton.
Yuan Heng, British str., from Canton.

CLEANANCES

September 6th.
At Tai Tai, for K. C. Wan, Agent, for Shanghai.
Benzhu, for Shanghai.
Glenn, for Singapore.
Kaituma, for Haiphong.
Shibushu Maru, for Hongkong.
Talibius, for Manila.
Tung Hing, for K. C. Wan.

September 6th.
Amelia, for Shanghai.
Chongai Maru, for Canton.
Candiller, for Haiphong.
Dan Sound, for Bangkok.
Empress of Asia, for Shanghai.
Hahn, for Amoy.
Glenn, for Swatow.
Glenn, for Singapore.
Greenh, for Canton.
Hahn, for Saigon.
Kaituma, for Singapore.
Kaituma, for Swatow.
Kaituma, for Saigon.
Kaituma, for Haiphong.
Kaituma, for Saigon.
Kaituma, for Haiphong.
Kaituma, for Saigon.
Kaituma, for Haiphong.
Kaituma, for Saigon.

PASSENGERS

ARRIVALS.
 Per s.s. *Amikusa Maru*, on September 6th: Messrs. G. H. Sowden, A. M. Elphinstone, W. E. Broadbridge.

Per s.s. *Amikusa Maru*, on September 6th: Mr. and Mrs. White, Messrs. Durward, Woolven, Kitashima, Winter, Mackenzie.
 Per s.s. *Huijoo*, on September 6th: Dr. and Mrs. Dewar, Messrs. S. K. Laird, M. H. Wentworth, M. B. Hall, N. W. Boscumbe, Mr. C. Richardson, Mr. H. J. Hunter, Mr. H. C. Dunschmidt.

VESSELS EXPECTED

Bellerophon (Blue Funnel), due October 12th.
Bengal Maru (N.Y.K.), due to-day.
Empress of Canada, due Sept. 14th, 6 a.m.
Heleneus (Blue Funnel), due Sept. 26th.
Hyeron (Blue Funnel), due Sept. 10th.
Japan (B.L.), due Sept. 20th.
Kumakura Maru (N.Y.K.), due Sept. 9th.
Macedonia (P. & O.), due Sept. 8th, noon.
Nagano Maru (N.Y.K.), due Sept. 8th.
Oreiter (Blue Funnel), due Sept. 19th.
Polphemus (Blue Funnel), due October 6th.
Soudan (P. & O.), due to-day, 5 p.m.
Tajima Maru (N.Y.K.), due to-day.
Takaka Maru (N.Y.K.), due Sept. 8th.
Tamba Maru (N.Y.K.), due Sept. 18th.
Tydeus (Blue Funnel), due Sept. 13th.
Tyndareus (Blue Funnel), due Sept. 21st.
Vamagata Maru (N.Y.K.), due Sept. 17th.
Vahina Maru (N.Y.K.), due Sept. 14th.

SHIPPING MOVEMENTS

The *E. & A. Co's s.s. Arjuna* left Manila for this port on September 6th, a.m., with the outward Australian mails, and is due here on September 8th, at about 6 p.m.

The *R.M.S. Empress of Canada* arrived at Kobe on September 6th, at 8.30 a.m., was to leave there at 5 p.m. yesterday, and is due at Shanghai on September 8th, at 11 a.m.

The *s.s. Cyclaps* (Blue Funnel) left Port Said on September 4th for Boston and New York.

The *s.s. Phenix* (Blue Funnel) arrived at New York on September 2nd.

The *China Mail s.s. China* sailed from Shanghai on the morning of September 5th, and is due here on September 8th, at 7 a.m.

WEATHER REPORT

September 6th, at 12.15.—Pressure has increased moderately at Vladivostok. Changes at other stations are small.

A shallow depression is central over Hainan. The threatened typhoon to the west of the Loochoos has not developed.

The N.E. monsoon will set in, temporarily, along the S.E. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 6th Sept., 0.00 inch. Total since January 1st, 18.69 inches, against an average of 67.55 inches.

The forecast for the 24 hours ending at noon today is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	Variable to N.E. winds, light to moderate; fair.
Formosa Channel	The same as Hongkong.
South coast of China between Hongkong and Lamook	The same as Hongkong.
South coast of China between Hongkong and Hainan	The same as Hongkong.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, September 6th.

	Previous Day	On Date	On Date
	at 4 p.m.	at 6 a.m.	at 3 p.m.
Barometer	29.73	29.73	29.71
Temperature	81	76	88
Humidity	89	95	81
Wind Direction	S.E.	Calm	W
Force	1	0	1
Weather	1	0	1
Rain	0.47	0.00	0.00

Highest open-air temperature on 6th, 88° F.
 Lowest open-air temperature on 6th, 74° F.

HONGKONG TIDE TABLE

From Sept. 7th to 13th, 1922.

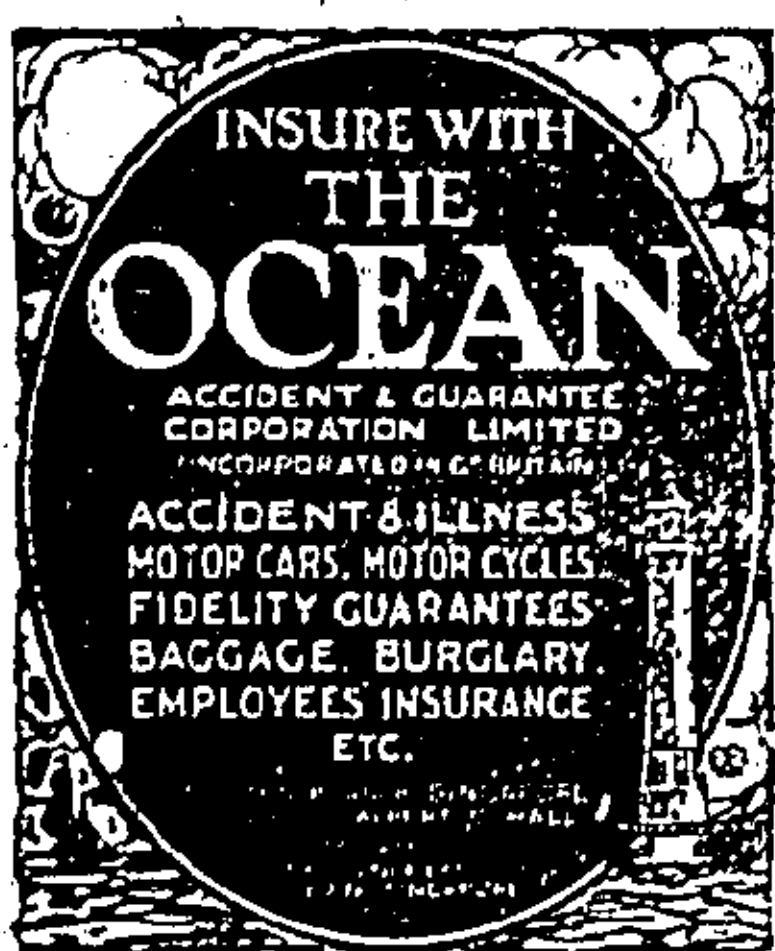
Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Thur	7	10 50	6.7	3 24	2.5
Fri	8	10 18	6.5	4 10	1.6
Satur	9	10 40	6.8	4 39	1.9
Sun	10	11 54	6.9	5 19	2.4
Mon	11	11 38	6.0	5 34	2.6
Tues	12	0 11	6.1	6 43	2.7
Wed	13	0 53	6.0	8 27	3.3
		2 11	6.6	7 49	2.8

BOARD OF CONSERVANCY WORKS OF KWANGTUNG

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1922	
	Highest W.L. ever recorded	Lowest W.L. ever recorded
Wachow, W. River	Feet. +79.50	Feet. -2.45
Kongmoon, W. River	+14.70	-0.80
Linkonghow, N. River	+57.00	-
Samahui, N. River	+27.25	-5.00
Shaklung, E. River	+15.15	-0.93

Engineer-in-Chief.



SHANGHAI OFFICE:—
 10, Peking Road.

AGENTS for Hongkong and South China,
DODWELL & CO., LTD.
 Telephone 1030 2, QUEEN'S Bldg.

S.S. "TONGSHING"

DRIVEN ASHORE AT SWATOW IN
 TYPHOON WEATHER.
 ON 2ND AUGUST, 1922.

CONSIGNEES of Cargo at the above vessel are informed that in consequence of General Average Expenses and/or Special Charges on cargo having been incurred, they will be required to sign an Average Bond at the Office of the Underwriter and to pay a deposit of 5% on the value of their cargo before delivery can be granted.

Cargo has been forwarded to Hongkong and Canton by s.s. "Yuanang" and "Ewing."

JARDINE, MATHESON & CO. LTD.,
 General Managers.
 Indo-China S.N. Co., Ltd.
 Hongkong, 4th September, 1922. [1457]

NOTICE TO CONSIGNEES

The Steamship "PERSIA."

From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

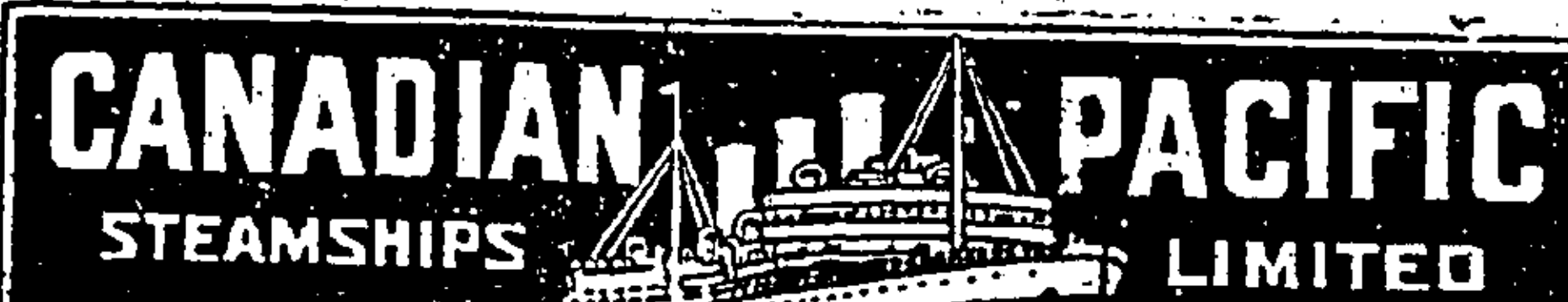
All Claims against the Steamer must be presented to the Underwriter on or before the 21st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO. LTD., Agents.

Hongkong, 5th September, 1922. [1457]



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From	Reception	Arrive Vancouver	From	Reception	Arrive England
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3	Oct. 10
Empress Canada	Sept. 23	Oct. 9	Empress Britain	Oct. 17	Oct. 24
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 25	Nov. 13	Minnedosa	Nov. 22	Nov. 30
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 28	Dec. 5
Empress Canada	Nov. 18	Dec. 4	Empress Scotland	Dec. 12	Dec. 19
Empress Russia	Nov. 30	Dec. 18	Empress France	Dec. 26	Jan. 3

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 752. Cable Address: GACANPAC.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT	APPLY TO	TO BE DESPATCHED
LIVERPOOL & GLASGOW via MARSEILLES	Bengal Maru	Jap.	...	...	On 8th inst.
BOSTON & New York via Suez	City of Lincoln	Brit.	...	...	On 15th inst.
NEW YORK & BOSTON	Slavo Prince	Brit.	...	...	On 15th inst.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	West Ivan	Am.	...	...	On 15th inst.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	President Cleveland	Am.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Empress Canada	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Albatross Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Talibius	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Novara	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Amazona	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Atsuta Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Rikus	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Telesias	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	City of Florence	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Glenade	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Ningchow	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Sombela	Dut.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Macedonia	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Takaka Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Footsack	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Van Odon	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Tracia	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Kueichow	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Hozumi Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Takaka Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Hinsang	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Tango Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Atsuta Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Waikiki	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Tajima Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Angers	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Soudan	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Persia	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Kutsan	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Tijmanok	Dut.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Buho Maru	Jap.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Tijmanok	Dut.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Chidder	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Kwagchow	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Haifong	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Yensang	Brit.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Dewey	Am.	...	...	On 15th inst.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Kaifong	Brit.	...	...	On 15th inst.

N. Y. K.

SALEMAN'S GUIDE TO ALTERNATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (calling Keelung) ... Saturday, 16th Sept., at 11 a.m.

SHIDZUOKA MARU ... Saturday, 30th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

ATSUTA MARU ... Friday, 15th Sept., at 11 a.m.

HAMBURG via DUNKIRK, LONDON, ROTTERDAM

LIVERPOOL & GLASGOW via MARSEILLES.

BENGAL MARU ... Friday, 8th September.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.

NEW YORK, via PANAMA.

LYONS MARU ... Middle of September.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAFE

KANAGAWA MARU ... Beginning of October.

BOMBAY via Singapore and Colombo.

KAMAKURA MARU ... Sunday, 10th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

TAKAOKA MARU ... Saturday, 9th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Friday, 15th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAJIMA MARU (calling Nagasaki & Moji) ... Friday, 8th Sept.

NAGANO MARU ... Saturday, 9th Sept.

For further information apply to—

Telephone Nos. 292 & 293.

NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

West Ivan ... Due Hongkong 6th Sept.

"Dewey" ... Leaves Hongkong 8th Sept.

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

PASSENGER SERVICE.

S.S. "CITY OF PARIS"	... mid. Dec. ...	Marseilles & London.
S.S. "CITY OF YORK"	... beg. Feb. ...	Marseilles & London.
S.S. "CITY OF SIMLA"	... mid. March ...	Marseilles & London.
S.S. "CITY OF POONA"	... mid. April ...	Marseilles & London.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

REISS & CO., CANTON.

(Tel. 1780).

(31)

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF LINCOLN"	... via Suez Canal ...	15th Sept.
S.S. "CITY OF BRISTOL"	... via Suez Canal ...	25th Sept.
S.S. "PELEUS"	... via Suez Canal ...	5th Oct. or

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, as TRIMBANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG and CANTON.

REISS & CO., CANTON.

71

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DEPARTMENTS, STRAITS & DISPLACEMENT. ... SAILING DATES.

SHANGHAI, KORE & YOKOHAMA	"ANGERS"	15,000	On or about 16th Sept.
	"AZAY LE RIDEAU"	15,000	On or about 29th Sept.
MARSEILLES, via HAI-FONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DYIBOUTI, SUZ, & PORT-SAID	"AMAZON"	11,000	On or about 19th Sept.
	"ANGOR"	15,000	On or about 8th Oct.
	"ANGERS"	15,000	On or about 17th Oct.

COMMERCIAL LINE

ORAN, PORT-LEZ-TOURNAI, MARSEILLE, ANTWERP
"LT. ST. LOUBERT BIE" ... About 26th Sept.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740

A. JOHARD,
Acting Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD**

SUNGZONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HALFOONG	Capt. W. B. Turnbull	Friday, 8th Sept., at 1 p.m.
HAICHING	Capt. J. B. Thomson	Tuesday, 12th Sept., at 1 p.m.
HAICHONG	Capt. W. C. Passmore	Friday, 15th Sept., at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARAIR & CO.,
General Managers.**JAPAN COAL**

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, Etc.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"NOVARA"	6,850	18th Sept.	Marseilles, London & Antwerp.
"SOUDAN"	6,696	22nd Sept.	Spore, Penang, Colombo & Bombay.
"MACEDONIA"	10,813	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,054	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Bombay, Marseilles, London & Antwerp.
"KARMALA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,500	10th Jan., 1923	do.
"SARDINA"	6,580	24th Jan.	do.
"NELLORE"	6,853	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR"	4,449	7th Sept., 3 p.m.	(Calcutta via Singapore, Port Swettenham & Penang.)
-----------------	-------	-------------------	---

EASTERN & AUSTRALIAN SAILINGS (North)

"ARAFURA"	6,000	5th Oct.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
-----------	-------	----------	--

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SOUDAN"	6,696	9th Sept., 4 p.m.	Shanghai.
"JANUS"	4,824	8th Sept., Noon	Amoy, Kobe & Moji.
"MACEDONIA"	10,812	9th Sept., 10 a.m.	Shanghai.
"ARAFURA"	6,000	9th Sept.	Japan.

All dates are preliminary and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore, via Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

23, Des Voeux Road Central, HONGKONG.

Agents.

O. S. S.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Wednesday, 20th Sept.

BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"TACOMA MARU" Tuesday, 19th Sept.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"INDUS MARU" Friday, 8th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"HUBB MARU" Wednesday, 13th Sept.

CALCUTTA via SINGAPORE & RANGOON.

"SAIGON MARU" Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" Saturday, 16th Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAYANA MARU" Tuesday, 13th Sept.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" Thursday, 29th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ALPS MARU" Friday, 8th Oct.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAISO MARU" Every Sunday.

"AMAKURA MARU" ...

TAKAO via SWATOW AMOY.

"BOHU MARU" Thursday, 7th Sept.

Tel. No. 4090.

Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "SLAVIO PRINCE" ... End of September.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in England)
24, George's Building.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To	Sail
WANHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On	7th Sept., 4 p.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On	8th Sept., 4 p.m.
AMOI, SWATOW & SINGAPORE	"KIUNGCHOW"	On	8th Sept., 8 a.m.
SHANGHAI & TIENTSIN	"KAIKONG"	On	9th Sept., 8 a.m.
SHANGHAI & TIENTSIN	"SOOCHOW"	On	9th Sept., 4 p.m.
SHANGHAI & TIENTSIN	"KANGCHOW"	On	12th Sept., 4 p.m.
SWATOW & RANGKOR	"KWANGCHOW"	On	12th Sept., 4 p.m.
AMOI & SHANGHAI	"SZECHUEN"	On	14th Sept., 9 a.m.
WEIHAIWEI, CHEFOO & NEWCHOWANG	"FOOCHOW"	On	14th Sept., 4 p.m.
SHANGHAI & TIENTSIN	"SINKIANG"	On	16th Sept., 4 p.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On	17th Sept., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On	18th Sept., 4 p.m.
SWATOW & AMOI	"KINGTIAN"	On	18th Sept., 4 p.m.
SHANGHAI & TIENTSIN	"KALGAN"	On	19th Sept., 4 p.m.
SWATOW & RANGKOR	"LIANGCHOW"	On	19th Sept., 4 p.m.
AMOI & SHANGHAI	"SUIYANG"	On	21st Sept., 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
Excellent Saloon accommodation, midships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Hongkong and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weasung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, Ltd.)

Telephone 26.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	23rd Sept.	27th Sept.
"CHANGSHA"	15th Oct.	19th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE
Telephone No. 26 (John Swire & Sons, Ltd.), Agents.**PACIFIC MAIL S.S. CO.,**

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$620.50 First Class
Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

Leaves Hongkong Arrives San Francisco

S.S. "PRESIDENT CLEVELAND" ... Sept. 16th ... Oct. 8th.

S.S. "GOLDEN STATE" ...

S.S. "PRESIDENT WILSON" ... Oct. 4th ... Oct. 26th.

S.S. "EMPIRE STATE" ...

S.S. "PRESIDENT TAFT" ... Oct. 14th ... Nov. 5th.

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and RANGOON.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK.

S.S. "ETHANALLEN" ... Oct. 10th.

S.S. "HANOVER" ... Nov. 8th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "BOLANO." Union Building, Hongkong.
Agents at CANTON—REISS & CO.**DODWELL & CO., LIMITED.**

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRIESTE" ... sailing on or about 5th October.

FOR BRINDISI, VENICE & TRIESTE

S.S. "PERSIA" ... sailing on or about 26th September.

S.S. "TRIESTE" ... sailing on or about 3rd October.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

